Southern Pacific Bulletin

APRIL 1927

Southern Pacific Bulletin

F. Q. TREDWAY, Editor

Published monthly by Southern Pacific Company Bureau of News, in the interest of and distributed free to active and retired employes. Signed contributions are invited and should be addressed to the Editor, Southern Pacific Bulletin, 65 Market Street, San Francisco, Calif. Manuscripts and photographs will be returned if requested.

VOL. XV APRIL, 1927 NO. 4

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COVER—Cliffs overlooking the Pacific Ocean at Naples, near Santa Barbara. One of the hundreds of beautiful scenes along the route of the Daylight Limited as it skirts the coast line for 113 miles on the twelve-hour journey between Los Angeles and San Francisco. The cover shows how faithfully the artist, who painted the Daylight Limited poster, has depicted the beauties of California's Coast line.

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VACATION time and the season of summer bargains in passenger fares is close at hand, and with it comes a greater opportunity for every one of us to lend a helping hand in passenger solicitation.

Southern Pacific people should be the world's best passenger solicitors. We are operating a first-class railroad and we know it because we have first-hand knowledge on that point. We are westerners and have a personal knowledge of western attractions. Add to this the natural enthusiasm everyone has for travel and vacations. The resultant combination should produce passenger sales talks that will almost make a prospective patron bolt from his desk and to the railway station without saying good-bye to his boss.

We all realize that this proposition of selling transportation to scenic points, resorts and colorful cities is, at times, a disturbing one to the individual doing the selling. We can't very well fan someone else's desire to visit these points without selling ourselves at the same time.

We'll wager that many a passenger solicitor, after concluding a sales interview, has said to himself:

"Darn the luck! I wish I were going myself."

MANY important changes in the ranks of railway executives have taken place in recent months, and a brief glance at the records of those who have been named to fill high positions in the railroad world must impress anyone that the railroad industry offers great opportunities.

Mr. W. R. Scott, president of our lines in Texas and Louisiana, died and was succeeded by Mr. A. D. McDonald. Mr. C. N. Whitehead, president of the M. K. and T., died and was succeeded by Mr. Columbus Haile. Mr. George Hannauer was elected president of the Boston and Maine to succeed Mr. J. H. Hustis, who retired. Mr. Frederick D. Underwood retired from the presidency of the Erie and was succeeded by Mr. J. J. Bernet, president of the Nickel Plate. Mr. Bernet, in turn, was succeeded by Mr. Walter L. Ross, senior vice-president.

Mr. Scott started railroad service as a fireman, at the age of twenty-one. Mr. McDonald started as a clerk in the accounting department of Southern Pacific at the age of twenty-six. Mr. Whitehead started as a messenger boy at the age of fourteen. Mr. Haile started as a clerk at the age of twenty. Mr. Hannauer started railway service at the age of eighteen, and Mr. Underwood started, at an early age, as a clerk. Mr. Bernet studied telegraphy at night and at the age of twenty-one entered railway service as a telegrapher. Mr. Ross started as an office boy when twenty-two years of age.

Mr. McDonald and Mr. Haile are the only men in this group who had a college education.

The foregoing shows that men of real ability can start anywhere in the railroad and, with or without education, rise to the highest positions.

This is one of the important reasons for the superiority of private ownership and operation of the railroads.

THE good work done by all concerned in the face of storm difficulties was referred to in the editorial column last month. At that time the storm period had not concluded and it is well worth while to mention that the good work was continued until Old Sol at last decided that enough was enough and put an end to the almost steady rainfall.

All our officers have expressed their hearty appreciation for the efficiency and cheerful effort that characterized the work of employes in all departments in the time of stress.

Not only were the lines, which were blocked, opened again to traffic with the minimum of delay through the bull dog determination and energy of the maintenance of way and operating departments, but traffic representatives were right on the job all the time, doing their best to reduce the inconveniences to travelers and to see that the interests of shippers were fully taken care of.

A few of the highlights of the situation are of interest. An electric light plant was established at Viaduct so that work on clearing the line could be carried on at night. Train crews and others provided entertainment for passengers of trains held at Crescent Lake, a dance being held and a dance contest, won by a young lady from the Oregonian and a Shasta Division brakeman. At Ashland phonographs and radio sets were supplied for trains and a dance was held in the hotel dining room. Stewards and dining car crews received great praise from passengers. Signal department and telegraph department men met their emergencies with the same success, although their work, of course, was not realized by the public. At Indio, the weather having cleared before the line could be cleared, traffic representatives and Indio citizens obtained automobiles and took passengers to points of interest in the Conchella Valley. As soon as highways were clear these passengers were brought in auto buses to Los Angeles.

Not only do our officers commend this work, but our patrons have also recognized these services. The many letters from passengers show beyond question that they not only realize what was done to make them comfortable and to expedite their journeys but are fully appreciative.

Only the finest products are used on Southern Pacific dining cars. Georgia White, of the West Oakland Commissary, is shown in the center picture, sampling the season's first strawberries and displaying some of the early spring fruits and vegetables purchased for the dining cars. Mildred Simmons, another Southern Pacific girl, is weighing eggs to see that a dozen reach the required 24 ounces, which is first grade. The milch cows are typical of those on the highest grade dairies from which the Company obtains its milk supply, and the little girls are evidently enjoying the sample.

World's Finest Products for S. P. Dining Cars

THE care taken by Southern Pacific's commissary department to obtain the very best possible products is probably no better demonstrated than in the purchase of eggs. To many people eggs may seem to be—just eggs, and the average housekeeper has no way to determine the quality of the eggs she uses other than the word of the grocer.

Every article of food purchased and distributed by the Commissary must pass the most rigid tests for freshness. No matter how recently removed from the nest, eggs do not find their way into passengers' omelets until thoroughly inspected and found up to standard.

From nest to table in twenty-four hours is the rule. The eggs served on company dining cars this morning were gathered yesterday on some sanitary and frequently inspected chicken ranch. They were laid by fowl fed on specified rations, housed and cared for in a regulation manner and meeting the highest standards as to breed.

What is a fresh egg?

Nobody, apparently, knew until aided by scientists of the University of California, the commissary department worked out a method of solving the problem.

Every week samples of all egg purchases are sent to the laboratories of the University where they receive the equivalent of an X-ray diagnosis. Each egg is "candled"—passed in front of a light that exposes the condition of the white and yolk to the examiner.

Eggs are sealed by the hen. The shell, however, is porous and air begins to seep in immediately after the egg is laid.

Day-old eggs, the scientists working with Southern Pacific discovered, have very little air in them, this air content increasing slowly as the egg ages. Repeated experiments disclosed that expansion of the daily-growing air-space is constant, so that it was possible to tell by this space just how many days old the egg really was.

After "candleing" the eggs are tested for appearance and quality. If the yolk and white fall apart instead of being firm and cohesive, the egg is discarded as being "weak." Such eggs, while they may be perfectly fresh, are useless for poaching and have little food value.

An egg must taste right and look right. The best quality of eggs are laid by hens fed on hard cereals and cooked foods, the feed having much to do with egg quality and appearance.

Equally great care is taken in the purchase of milk, cream and butter. Dairy products used on Southern Pacific dining cars come from selected herds, through dairies known by constant state and government inspection, to be sanitary and efficient. While the state of California requires that cream have a 22 per cent butterfat content, the cream handled by the commissary runs up to and exceeds 25 per cent butterfat. These products, too, are tested weekly in the University laboratories.

Quality, not price, is the decisive factor in all commissary purchases. Especially is this so in the instance of meats. Every day commissary buyers visit packing houses. They inspect hundreds of beeves, sheep and hogs, selecting the prime portions of meat on which they place the commissary stamp. Only the very finest cuts to be found are served to dining car patrons.

Other commissary buyers daily visit the great producing centers and the markets in San Francisco, Los Angeles and Portland, examining thousands of cases of fruits and vegetables in order to secure the very finest and freshest products.

It is safe to say that nowhere else are such pains taken to secure the very best. So far as commissary officials are aware no other company, hotel or railroad, has such an efficient and thorough method of inspecting the foods that pass through its refrigerators and storage rooms.

Although all purchases are made by specialists, every item received daily at a commissary is closely inspected once and sometimes several times.

With principal commissaries located

at West Oakland, Los Angeles and New Orleans and branch commissaries in Portland, El Paso, San Antonio and Houston, Southern Pacific operates 140 dining cars, 26 all-day lunch cars, 37 club and observation cars, 16 ferryboat restaurants, seven station restaurants and hotels and 10 railway clubs.

Meals for 7,098,420

During 1926 railroad patrons disposed of 7,098,420 meals—enough food to feed every man, woman and child in the city of Los Angeles for four days and still have some left over.

At West Oakland, Los Angeles, and in the San Francisco steamer commissary extensive kitchens and bake shops are maintained for preparation of foods used on dining cars, ferryboats and river steamers. In addition to assuring superior and uniform quality these departments lighten the work of chefs on dining cars and boats.

The largest kitchen and bakeshop is in the San Francisco steamer commissary. It is a modern plant, equipped with the very latest apparatus, such as electric ovens and mixers, refrigerating machinery for the great cooling compartments in which perishable supplies are stored, and many other mechanical aids for the preparation of fine foods.

In this kitchen mayonnaise and other dressings and sauces are prepared and issued to dining cars in sealed glass containers. Here, too, in novel blending machines that go far to remove guess-work from bread and biscuit making, shortening, flour and other ingredients are blended in dry mixtures which require only the addition of water—directions are printed on each package—to make the dough and batter needed for all hot cakes, hot breads and biscuits served on dining cars.

Thousands of Pies

Doughnuts, pies, meat pies and cakes used on ferryboats are prepared in daily thousands, one electric pie oven having a capacity of 1500 pies daily.

During 1925 this kitchen alone produced 547,500 pounds of blended flours, 18,000 quarts of mayonnaise dressing, 33,000 quarts of baked prunes, 92,500 dozen doughnuts, 73,000 loaves of bread, 105,500 pies, 12,500 pounds of cookies, 5,475 large cakes and 312,000 cuts of coffee cake.

Butcher shops are maintained at West Oakland and Los Angeles commissaries, where various meat products are manufactured. Meat is purchased in wholesale quantities and cut to standard sizes for issuance to dining cars.

The celebrated Southern Pacific fresh pork sausages, famous among all experienced travelers, are prepared at West Oakland, together with head cheese and other popular specialties. Here, too, a smokehouse is operated to produce the unusually finely flavored bacon, tongues, frankfurters and other smoked meats used on dining cars.

During 1926 the West Oakland butcher shop produced 13,865 pounds of bacon, 224,075 pounds of sausages, 59,411 pounds of tongue and 13,655 pounds of head cheese.

Housewives, students and anyone interested are invited to visit any of the Company's commissaries, where someone in charge will be glad to explain the various activities.

Contrary to popular belief, dining cars are operated at a great loss. This is due to the peculiar conditions of operation. A high standard of service, comparable to that offered by first class hotels, is maintained, and at menu rates far below city prices. These prices are fixed so as to be within the reach of all classes of travelers. In addition to this factor, the cost of operation of a diner per dollar of receipts far exceeds the cost of fine restaurants.

Other operating costs are excessive, due to conditions under which dining cars must operate. For instance, breakage of dishes amounts to nearly two cents per meal.

The cost of ice is enormous, particularly in summer, as there are many ice boxes on the car. Everything must be kept properly iced. The meltage in hot weather will average one ton per day per car.

Loss on Each Meal

The loss in 1926 was 24 cents for each meal served, excluding car repair expenses. The following tabulation shows further detail:

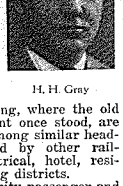
	Cents	Cents
Average receipts per meal		92.94
Commissary Expenses.	Cents	
Food	45.54	
Crew wages	40.96	
Fuel, ice and water	5.85	
Laundry and maintenance of linen	6.29	
Crockery and glassware	1.85	
Other expenses	16.14	
Total		116.63
Net loss per meal served		23.69

Common belief that it is expensive to eat in dining cars falls before this fact that the average meal served costs less than 95 cents.

Savory foods, well cooked and appetizingly prepared may run up financial losses, but they make lasting friends for the company. Agents soliciting passenger business find the Southern Pacific dining car one of their best assets. Just as famous restaurants attracted thousands to such cities as New Orleans, New York and San Francisco in the old days when food connoisseurs "lived to eat," Southern Pacific dining car service is attracting and can be made to attract thousands of patrons to Southern Pacific lines.

OPEN NEW TICKET OFFICE TO PATRONS IN NEW YORK

Southern Pacific Lines opened on March 1 an uptown passenger and ticket office at 531 Fifth Avenue, corner of 44th Street, New York City, for the convenience of those who desire to travel either by rail or boat to the vast territory it serves. The appointments of the new office, on the ground floor of the Central Mercantile Bank Building, where the old Delmonico restaurant once stood, are outstanding even among similar headquarters established by other railroads in the theatrical, hotel, residential and shopping districts.



H. H. Gray

W. J. Hanrahan, city passenger and ticket agent, will be in charge of the office under supervision of Hugh H. Gray, newly-appointed general agent, Passenger Department in New York City. He will be assisted by J. J. Carroll and J. E. Finegan, assistant ticket agents; Miss R. Dymes, cashier; J. J. Rubano, messenger; and G. Kirnon, porter.

Establishment by the Southern Pacific of its uptown ticket office will facilitate greatly obtaining travel information, completing travel arrangements and making reservations. Southern Pacific Lines patrons and friends from territory served by its lines are cordially invited to make full use of this office; to receive mail, meet friends there, etc.

Mr. Gray, who became general agent on February 15, started with the Company as assistant ticket agent at Chicago in October, 1912, after three years' service with other lines. In a few months he became city ticket agent, which position he held until April, 1918. He was out of the service for a few months, returning as passenger agent at New Orleans in August, 1918. Other appointments have been: city passenger agent, Chicago, February, 1920; district passenger agent, Chicago, October, 1922; general agent, Kansas City, August, 1923; assistant general passenger agent, New Orleans, January, 1924.

ELECTRIC MEN GIVEN FIRST AID DEMONSTRATION

Demonstrations showing the proper method of using the Shaeffer Prone Method of Resuscitation from the effect of electric shock are being given before groups of employes on East Bay Electric Lines by Chief Operator J. Johanson.

On the afternoon of February 17 one of these demonstrations was given in the waiting room at Oakland Pier and was attended by 175 employes of the Line Department, Signal Department, as well as many train and engine men. Johanson previously demonstrated this method before the mechanical men at West Alameda and has some very efficient teams in the Fruitvale Power House who are required to demonstrate their efficiency each week.

It is such lively interest as evidenced at these demonstrations that has been largely responsible for the East Bay Electric Division winning the safety banner in the years 1922-23-24-26 by making a better record in safety than any steam division.

Death Calls William F. Herrin, Chief Counsel

By E. J. Foulds
Attorney, Southern Pacific Company.

SOUTHERN PACIFIC people and a host of acquaintances in business, professional and fraternal circles throughout the country, were shocked February 28 by the passing of William F. Herrin, vice president and chief counsel of Southern Pacific Company. Death came suddenly from heart disease during the early morning hours. He was apparently in good health and had been actively engaged in the duties of his office.

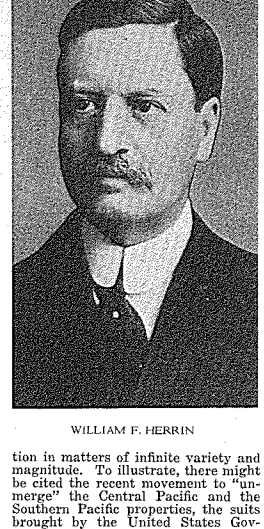
William Franklin Herrin was born near Jacksonville, Oregon, on August 7, 1854, the son of John Stevenson Herrin and Nancy Katherine Herrin, and received his academic education at the Oregon State Agricultural College at Corvallis, Oregon, where he graduated and received his degree as Bachelor of Science in 1873. He studied law at the Cumberland University, in Tennessee, and received from that institution the degree of Bachelor of Laws in 1875.

He soon became a prominent figure in the legal profession at San Francisco, first as a member of the legal firm of Stewart, Van Clief and Herrin, later Stewart and Herrin, his associates being former U. S. Senator Wm. M. Stewart and for a time, Judge P. Van Clief. When this firm was dissolved about 1885, Mr. Herrin became a partner in the firm of Newlands, Allen and Herrin, his partners being the late U. S. Senator Francis J. Newlands and the late James M. Allen.

During this period Mr. Herrin represented many of the largest business interests of the Pacific Coast, including the Bank of California, the Spring Valley Water Co., the Sharon Estate, the San Francisco Gas Company, the Omnibus Railroad Company, the Ferries and Cliff House Railroad Company, and others; and he took an important part in many of the early cases involving mining and water rights. His professional status was one of notable distinction.

Through his long services as its chief counsel which commenced July 1, 1893, and continued with the additional office of vice president since March, 1910, up to the time of his death, Mr. Herrin became so positively identified with the Southern Pacific Company as to cast somewhat into the background his earlier achievements as a lawyer. It was Mr. Herrin's established position while still a very young man, that won him the attention of the late Collis P. Huntington when—to borrow Mr. Huntington's own phrase—he sought as a legal advisor "the best available combination of legal knowledge, sound judgment and personal force." He was a close associate of Mr. Huntington and of the late Governor Leland Stanford as long as they lived.

During his long connection with the Southern Pacific Company Mr. Herrin has had to deal with vast and complicated interests and to direct litigation in matters of infinite variety and magnitude. To illustrate, there might be cited the recent movement to "unmerge" the Central Pacific and the Southern Pacific properties, the suits brought by the United States Government to cancel the patents to the vast oil land holdings which afterwards became the property of Pacific Oil Company and later the Standard Oil Company of California, the litigation growing out of the attempt of the Government to nullify the Oregon and California land grants and many others. In these and other legal battles of foremost importance familiar to all lawyers and more or less to the general public Mr. Herrin's professional character stands clearly defined.



WILLIAM F. HERRIN

A certain fixed contempt for "outward flourishes"—for the ornamental, was perhaps the first mark of Mr. Herrin's mentality. He had an almost automatic propensity for going straight to the core of things and for relieving any involved subject of its trivial and inconsequential accessories. With him precedent was always subordinated to reason; and in this respect, though notably a man of his time, he might have been styled a lawyer of the old school. He had no patience for camouflage.

In the course of his busy career Mr. Herrin had little time and less inclination for public appearances. He was far removed as possible from the character of a showy platformist. Only upon rare and upon what might be called compulsory occasion did he step aside from professional engrossments to address the public directly. Yet the public papers or addresses which bear his name are plainly the mintage of a profound mind, of a mind singularly exempt from bias or prejudice and unaffected by current emotions or sophistries. Among these papers was one delivered on June 14, 1910, at Corvallis, Oregon, during the Quarter Centennial Jubilee exercises of the Oregon Agricultural College upon "The Public Duties of Educated Men," and about the same time Mr. Herrin issued a paper giving his personal impressions of the late Edward Henry Harriman. Again on November 20, 1913, Mr. Herrin delivered an address at the annual meeting of the California Bar Association at San Diego, California, entitled "Government Regulation of Railway," which was widely read at the time.

Understanding of and definite reliance upon known and unchangeable principles—this was a fundamental quality of Mr. Herrin's mental character. He was essentially a strong man, unmoved and unmovable by what may be trivial or merely fashionable—a man whose conclusions were wrought out by his own understanding and held with scant respect of criticism and none at all for influence.

Mr. Herrin was what might be styled a many-sided man. To a broad background of academic knowledge he had added a varied scholarship. He would certainly have denied characterization as a naturalist, yet he was an habitual and intelligent student of the open book of nature. Trees, plants, flowers, all had for him the lesson and the charm yielded only to the patient and affectionate investigator. The fact that the late John Muir, the naturalist, was for many years one of his closest friends an almost constant companion, will reveal to many that which perhaps would hardly be expected in the busy lawyer and the man apparently absorbed in large affairs. Another friendship almost equally close was that of the late William Keith, the noted landscape artist, showing a social propensity that brought Mr. Herrin into cordial relations, not only with lawyers and leaders of business, but with men of scientific and artistic attainments and of general culture.

Knowledge of nature and its works, coupled with keen insight into the character and purposes of men, gave Mr. Herrin the powers which commanded confidence and friendship. He was above all, human, with a supreme sense of justice, the utmost sympathy for misfortune and a thorough appreciation of merit in other men.

On April 27, 1881, Mr. Herrin married Annie S. Van Clief, the daughter of his former partner. Mrs. Herrin died in 1908.

He is survived by two daughters, the Misses Katherine and Alice Herrin, and by a son, Wm. V. Herrin,

contract attorney for the Southern Pacific Company.

In respect to his memory, the general offices of the Company at San Francisco closed during the funeral hour the afternoon of Wednesday, March 2.

A. J. POSTON OPENS GENERAL AGENCY AT WASHINGTON

Realizing the importance of Washington not only as the seat of Government, but as a political and social center, Southern Pacific Lines has reopened a general agency in the District of Columbia in charge of A. J. Poston, who formerly represented the Company at the National Capital. The office was closed during Federal Control, when he was transferred to the Steamship Lines at New York as special agent. When the lines were restored to private owners in March, 1920, Mr. Poston was appointed general agent of the Passenger Department at New York.

A. J. Poston

Mr. Poston has had a long railroad career and is one of the best known traffic men in the country. After years' experience with various lines in the East, he was appointed Pacific Coast passenger agent of the Washington-Sunset Route in September, 1895, with headquarters at San Francisco. The following year he went to Washington as general agent of that route, where he remained until the office was closed during the war.

Most of Mr. Poston's experience has been in Washington, and his going there is like returning to his "first love." For many years he has maintained his residence there, having a home in Chevy Chase.

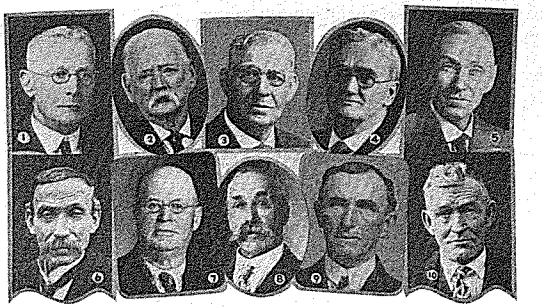
His Mark

The Chinese are not given to flattery.

A gentleman called at a Chinese laundry for his clothes. On receiving the package he noticed some Chinese marks on the bundle. Pointing to them, he said to the Chink:

"My name, I suppose, in Chinese?"

"No name. Sciption," replied the Chinaman, "say 'Lil ol' man, closs-eyed, no teet'."—Ex.



Veterans recently retired on pension. Names are shown in list at bottom of page.

Conductor Heads Pensioned Veterans

FRED ACKERMAN, one of the best known trainmen on Western Division, heads the list of pensioners, in point of service, who were retired at the February 24 meeting of the Pension Board. Ackerman entered the service in June, 1883, as a brakeman on that division and was promoted to conductor in 1887. He retires after 43 years 10 months' service.

Daniel Kelly, lamp trimmer on the S. P. Steamship Lines at New York, retires after 43 years 9 months' service. He was employed as a sailor in April, 1883, and worked on various steamers until 1886, when he was employed as a lamp trimmer on the piers at New York.

Frank H. Whyers of Tulare retires as locomotive engineer on the San Joaquin Division after 40 years 10 months' service. He started as a watchman at Tulare in November, 1880. Later he was a fireman and brakeman. Then he was out of the service for several months, returning as a fireman, and was promoted to engineer in May, 1888.

Patrick Moran entered the service as a machinist helper for the Union Pacific at Evanston in October, 1888. In 1904 he came to the Southern Pacific as boiler washer at Ogden. He became a machinist helper in 1917 and was promoted to machinist in 1922, which position he held at time of retiring after 38 years 2 months' service.

James P. Oakes, delivery clerk at San Jose, retires after 36 years 5 months' service. He started as a trucker at that point in August, 1890, and since that time has worked as baggageman and freight handler.

Patrick Murphy, who entered the service as a car cleaner at West Oakland in May, 1896, is retired after 30 years 9 months' service.

George W. Johnson, conductor on the Sacramento Division, started as a brakeman in January, 1899, running between Wadsworth and Truckee. A few years later he was promoted to conductor and is retired after 27 years 11 months' service.

Dan McChern, foreman in the engineering department, located at San Francisco, is retired after 26 years 5 months' service. From October, 1894, he was employed as a laborer on construction work between Guadalupe and Surf on the Coast Division. He worked on a number of other jobs on the Pacific Lines and has been a foreman since 1899.

Charles A. Price, laborer at West Oakland, is retired after 20 year 4 months' service. He started at the ship yards in October, 1906, and since has been a laborer and deck hand in the Steamer Division.

Charles F. Kendall retires as engine watchman at Mission Bay roundhouse after 20 years' service. He started as roundhouseman at San Luis Obispo in February, 1900, leaving the service in July, 1906. He returned as roundhouseman at Watsonville Junction in March, 1907, and in September, 1917, transferred to the Mission Bay roundhouse.

Rastus Jackson, a thoroughly married darky, was one day approached by a life insurance agent.

"Better let me write you a policy, Rastus," suggested the agent.

"No, sah," declared Rastus emphatically. "Ah ain't any too safe at home as it is!"—Missouri Pacific Magazine.

Recent Additions to the S. P. Honor Roll of Pensioners

	Name	Occupation	Location	Service Yrs.	Mos.
1	Fred Ackerman	Conductor	Oakland Pier	43	10
2	Daniel Kelly	Lamp Trimmer	SPSSL, New York	43	9
3	Frank H. Whyers	Locomotive Engineer	Tulare, Calif.	40	10
4	Patrick Moran	Machinist	Ogden, Utah	38	2
5	James P. Oakes	Delivery Clerk	San Jose	36	5
6	Patrick Murphy	Car Cleaner	West Oakland	30	9
7	George W. Johnson	Conductor	Sacramento	27	11
8	Dan McChern	Foreman	San Francisco	26	5
9	Charles A. Price	Laborer	West Oakland	20	4
10	Charles F. Kendall	Engine Watchman	San Francisco	20	0

Trainmen's Magazine Views Railroad Earnings

An editorial in the March, 1927, issue of the Railroad Trainman, the official publication of the Brotherhood of Railroad Trainmen.

THE railroads have been making money; the rest of the country, that is its several interests, are busying themselves over plans to take the most of it away from them, and, why not? Does not the government regulate the earnings of the railroads and are not the people of all kinds the government? Therefore, what is more natural than to take from them what has been earned, regardless of fairness to the investors, the employees and the properties themselves? Every business expects to put back into the property a certain amount from its earnings, the railroads do this but to no such degree as is the practice in other business. Stock dividends prove this thought.

We read of the enormous returns from oil, steel, certain automobile concerns, tobacco and very many other lines, none of which is subject to control outside of itself, and learn what millions supposedly have been returned to the properties for which stock dividends were issued; there is little of the kind, few exceptions noted, to mark the successful operation of the railroads. Their earnings are too closely watched by shippers, public and employes, each of which demands his share, which together with government regulation of revenues, puts the railroads in a class by themselves so far as the right "to have and to hold" goes.

The reason for this difference between railways and other business is the political influence that directs the revenues of the railways; for whether we agree to it or not, we cannot get away from the notion that the political effect ear of the Commission is not altogether deaf. The Senate, with the power to defeat nominations for the Commission, cannot be declared free from regard for political effect.

The public and the political viewpoint were expressed by the President in his message to Congress in December, when he said in reference to railroad consolidations:

"One of the large contributing causes to the present highly satisfactory state of our economic condition is the prompt and dependable service, surpassing all our previous records, rendered by the railroads.

Simplify Valuations

"To render this service more efficient and effective and to promote a more scientific regulation, the process of valuing railroad properties should be simplified and the primary valuations should be completed as rapidly as possible.

"The problem of rate reduction would be much simplified by a process of railroad consolidations. This principle has already been adopted as federal law.

"Experience has shown that a more effective method must be provided. Studies have already been made and legislation introduced seeking to promote this end.

"It would be of great advantage if it could be taken up at once and speedily enacted."

The incentive to consolidate is located in the promised reward for better service at lower revenue returns for the railroads. This sort of suggestion should be made to oil and steel companies. The more you do the less you may expect, for it is the promised reward for railroad consolidation.

The basis of valuation will be settled in a short time and we will understand on just what figures the railroads will be allowed to fix rates which will have considerable to do with railroad earnings in the future, that is, if the position is to be taken that revenues shall be adjusted on what the public believes it should pay for service, without regard to the needs of the railroads and fair wages for employes.

Everybody demands efficient railway service and everybody expects the railroads to give it, likewise everybody expects the railroads and their employes to bear the burden of sacrifice in low, or no, dividends and low wages in order that everybody may profit from the situation that permits every business, railroads excepted, to fit its returns to market demand controlled by, what amounts to in many instances, control of the market.

It is said that the public, the shipper and the employe are conversant with better railway returns, railway earnings and are after their share. The railroad employe is mentioned last, not so much as a matter of courtesy as of fact for the public usually manages to get into the division first, although the employes have managed to get a start in two territories through wage movements that have been in some measure, successful.

If any of the parties at interest are entitled to a share of what is earned, it is the investors and employes who earn it, the men who give their best to the successful operation of the roads and who have never been paid according to their value to the business of the nation.

The business interests of the country do not want government operation of the railroads nor do they want to pay for transportation much of anything above its actual costs; this means that not only the railroads but their employes are expected to make the demanded sacrifice regardless of

Employes at Mission Bay Roundhouse, San Francisco, who tendered C. F. Kendall, engine watchman, an impromptu farewell when he was retired on pension March 1. A fishing pole and many kinds of cigars, tobacco and a good supply of matches were the principal gifts. Kendall is sitting in front. Others in the picture are, first row, left to right—J. Magid, clerk; M. H. Carter, firebuilder; F. Tolentino, cellar packer; G. Karis, wiper foreman; N. Dahlstrom, blacksmith; E. Beef, tool suppyman. Second row—W. Vanderwater, roundhouse foreman; J. E. Dorrell, pipefitter; R. J. Robinson, clerk; E. Salvotti, labor foreman; W. Fawcett, lathe machinist; Wm. Jones, locomotive engineer; O. H. Christianson, hostler; T. Morcom, oil burner; Chas. Scott, machinist; Jos McSherry, brickman; Balentin Zarate, hostler helper; P. Ylagan, laborer; C. Escala, wiper. Third row—L. Cameron, lubricator filler; P. O. Toole, boilermaker helper; T. Ross, boilermaker; N. Balaskas, turn table operator; Chas. Erickson, pipefitter; L. E. Skahan, locomotive fireman; Wm. Roberts, engine inspector; D. Moore, painter; A. Thulin, boilermaker helper; Paul Menconi, machinist; J. Parks, air brake machinist; H. Schubert, stock clerk; Geo. Stickel, engine watchman; John Moglia, stock clerk; M. Wolfskill, hostler helper; Joe Calbillo, wiper; and B. San Miguel, wiper.

the needs of both, which if followed to its final conclusion will mean government ownership and not under wartime conditions. The government never again will be allowed to take from the public pocketbook what it has not the courage to take from the user of the railroads as a fair and reasonable charge for transportation.

Let us have the same business liberality toward railway management and its control as is allowed other business; let wages and reasonable returns be accepted as first demands against earnings and let the public have efficient service at a price that will guarantee wages and returns. Management must be efficient; it is under control and must deliver the goods.

Occasionally someone of prominence gives attention to the men who carry on the operation of the railroads; when that is done a deserved tribute is usually paid them. George Matthew Adams, syndicate writer, recently said of them:

"Just tie up the railroad system of any country for a few days and imagine what would happen.

The Railroad Man

"The railroad man is a very useful member of society. And by the railroad man I mean every man who gives of his life to the railroad system. He may be an engineer, brakeman, conductor, porter, ticket agent—or be employed in a score of other capacities. But he is a railroad man—a man we should think about often and be grateful to for his service to us.

"Thousands of these men are taken away from their homes and from the enjoyment of many pleasures that we who are freer may enjoy at any time. They go through great hardships at times. They get very lonely.

"And yet I find great courtesy and consideration among workers for the railroad nearly everywhere I go—and I go a great deal!

"Day or night, the trains move. And the precious cargo gets the best of protection.

"You take your train, go to your meals or to your bed at night and enjoy comforts that were not dreamed of but a short time ago—and all because of the thought and money put into the perfection of the railroads and service by those who had vision and courage.

"I like to think of the railroad man as one of my best friends."

The writer has paid deserved compliment to passenger men; but there is another army in yard and freight service that fights its way through under every condition that confronts it, upon whose careful attention to duty depends the safety of the passenger and shipper, whose work is never done until the run, or the day's work, has been completed. That it is safer on a passenger train than on the public highway is not questioned; the men who give service, day and night in storm and under dangerous conditions, contribute their full share toward the safety of freight and passenger business. Railway managements know this; then why is it necessary to have to convince the public of the value of railway service and its right to be paid for it?

The railroads are in efficient hands; their managements have achieved results never before attained and they readily have given the full share of credit for what has been done to their employes who have cooperated with their companies. There isn't a business in the world where there is closer relationship between the employer and employe; where it is lacking is due, for the most part, to public interference with railway revenues. Every workman is worthy of his hire, which quite a few opponents to fair railway return, reasonable wages and service conditions do not want to admit.

WALTER TEAGUE TO MANAGE LOS ANGELES TERMINAL

Walter E. Teague, who has been office manager of the Operating Department, General Office, San Francisco, since July, 1923, has been elected vice-president and general manager of the Los Angeles Union Terminal Company. He took over his new duties at Los Angeles on March 21.

W. E. Teague

Teague came to the Company as a clerk-stenographer in August, 1900, on the Western Division. He was master mechanic's clerk from 1902 to 1909 on that division and then for six years was chief clerk of the Motive Power and Car Department. In 1915 he transferred to the office of the vice-president and general manager and handled mechanical and general matters. He was appointed assistant chief clerk to the federal manager in November, 1918, and in March, 1920, was appointed chief clerk to the general manager.

On March 19 Mr. Teague was given a luncheon by his many friends in the General Office building, the affair being held in the tea room on the eleventh floor. More than two hundred people were present and Mr. Teague was given a great ovation when he entered the room. G. C. Paterson, chief clerk to Mr. Sproule, acted as toastmaster for the occasion. The luncheon was prepared by our dining car department and was up to the usual high standard.

A watch and chain, a framed photograph of the General Office building, and a desk set were presented to Mr. Teague, Robert McIntyre, assistant to the general manager, making the presentation speech. Mr. McIntyre paid a graceful tribute to Mr. Teague's ability to coordinate the activities of many people in different lines of work, and commented on the facility with which Mr. Teague made and cemented friendships. Mr. McIntyre also spoke with special emphasis concerning Mr. Teague's cooperative spirit which has brought him the good will of all who came in contact with him.

Mr. Dyer, Mr. Burckhalter, Mr. Mulks, and A. J. Hancock, assistant to the general manager, also paid brief tributes to Mr. Teague's ability and his record with Southern Pacific.

Miss Letty Collins of the Treasury Department, introduced as the song bird of the Southern Pacific organization, delighted the gathering with two solos which were roundly applauded. Other music was provided by the Southern Pacific orchestra and by the entire assembly, one of the songs in which everyone joined in ending as follows:

You'll be working in the warehouse,
All the live-long day;
You'll be working in the warehouse,
And this is what we say—
(By Heck!!)
While new glories you're achieving,
With L. A. U. T.,
Don't forget the friends you're leaving,
On the old S. P.

"SOMEONE MUST PAY" IF THE SURCHARGE IS ANNULLED

"Very naturally the fruit grower cannot become very enthusiastic in support of the movement now before Congress to cancel the surcharges for sleeping accommodations on the trains," says the "California Citrograph."

"He knows that the $37,000,000 now derived by the railroads from that source would have to be made up from somewhere. He knows that if it were not added to freight rates on commodities he sells or those he buys, that it would merely postpone to the extent of that $37,000,000 the time a general reduction can be made upon passenger or freight rates. Western railroads contend that their passenger service as a whole is operated at a loss of more than $18,000,000 a year and that if the surcharge were abolished the annual deficit would reach $30,000,000 which would have to be made from some other class of service.

"More and more people are using Pullmans each year, records show. Why not let them pay for the privilege instead of passing it back to the farmer or other shipper?"

FORMER BRAKEMAN IS RAISING COWS AND CHICKENS

Frank E. Martin, formerly freight brakeman on the Tucson Division, who suffered the loss of an arm in an accident at Maricopa in January, 1925, is now the owner of a farm in southern Illinois. He recently wrote J. E. Newman, claims attorney, expressing appreciation for the liberal claim awarded him because of the injury and for the consideration given him.

"I invested my change in a farm," he wrote, "and am raising pigs, chickens and cows for a livelihood. It's hard to feel at home without the noise of box cars and I have to take a little trip once in a while to wear away the blues."

Miss Louise Shoup, left, daughter of Executive Vice-President Paul Shoup, was sponsor for new auto ferry boat "Stockton" which is shown sliding down the ways March 5 at plant of Bethlehem Shipbuilding Corporation in San Francisco. Miss Helen Dyer, right, daughter of Gen. Mgr. J. H. Dyer, christened the "Lake Tahoe", sister ship of the "Stockton", when launched March 23 at plant of Moore Dry Dock Co. in Oakland

New Auto Ferry Boats Added to Fleet

TWO more auto ferry boats were added to the Company's fleet on San Francisco Bay during March, when the "Stockton" and "Lake Tahoe," all-steel electric ferries were launched at the yards of the Bethlehem Shipbuilding Corporation and Moore Dry Dock Co.

More than four hundred residents of Stockton, representatives of San Francisco and officers of Southern Pacific were present March 5 when the "Stockton" slid from the ways, after Miss Louise Shoup, daughter of Executive Vice-President Paul Shoup, christened it with a bottle of champagne.

Stockton citizens made the trip in a special train and also by automobiles. They went aboard the "Shasta" at Oakland Pier and were taken on a trip around the bay, during which time a buffet luncheon was served. Returning from the launching in the afternoon, a dance was held on the "Shasta," music being furnished by a Southern Pacific orchestra.

Just after the launching addresses were made by J. T. Saunders, freight traffic manager; Raymond J. Wheeler, mayor of Stockton; Mayor James Rolph Jr. of San Francisco; and S. J. Richard, secretary of the Stockton Chamber of Commerce.

A large delegation of residents of the Lake Tahoe district were present March 23 when the "Lake Tahoe" was launched at the yards of the Moore Dry Dock Company in Oakland. Miss Ellen Dyer, daughter of General Manager J. H. Dyer, acted as sponsor for this boat. A luncheon and other entertainment was provided for the visitors on board the "Shasta." Addresses were made by Passenger Traffic Manager F. S. McGinnis, John S. Mitchell, vice-president of the D. M. Linnard, Inc., who operate Tahoe Tavern; and J. A. Moore, president of the Moore Dry Dock Company.

The "Stockton" and "Lake Tahoe," together with their sister ship, the "Fresno" which was launched January 15, will be in service by early summer and will greatly facilitate motor traffic across San Francisco Bay. Each of them will have a capacity for almost 100 autos. They are Diesel electric driven and will have four engines of 450 horse power each.

E. M. B. A. MEMBERS WILL HOLD IMPORTANT MEETING

The Employes' Mutual Benefit Association has almost reached the age of fifty years. An important meeting of the membership will be held May 2 in room 534 Matson Building, 215 Market Street, San Francisco, to vote on the proposition of extending the life of the association, which is made possible under state law. It is necessary to have a two-thirds vote of the membership to extend the life of the organization and an urgent request has been made by President H. C. Booth for all members to be present or return as soon as possible the post card proxy sent to members with announcement of the special meeting. There are 7419 members.

LONG DISTANCE SAFETY RECORD MADE BY THE OVERLAND

With twenty-seven years of unbroken daily service to its credit, the San Francisco Overland Limited, earliest of the West's great daily limited trains, last year completed its forty-fifth million miles of travel. A distance equivalent to 188 trips to the moon, and that without accident resulting in serious injury to a passenger.

PROMOTIONS GIVEN TO ROAD FOREMEN OF ENGINES

Several promotions and transfers were made during the month among road foremen of engines. W. G. Fifield is promoted to road foreman on the Coast Division, vice M. I. King, and W. C. Davis transfers from road foreman on Shasta Division to the same position on Stockton Division, relieving G. B. Jefferis, who was recently retired on pension.

W. G. Fifield

Fifield has been in service on Coast Division since August, 1899, when he went to work as yard engine fireman. He went on main line as fireman in June, 1900, and was promoted to yard service engineer in September, 1902. He went on the main line in May, 1903, and after being out of service for several months returned as engineer in May, 1917. In November, 1923, he was promoted to assistant road foreman of engines, which he held at time of his recent promotion.

W. C. Davis

Davis started as a fireman on the Portland Division in May, 1902, transferring to the Sacramento Division two years later, where he was promoted to engineer in July, 1907. A few months later he transferred to Shasta Division and in 1918 was promoted to road foreman.

Arthur Carr, well known engine man on Sacramento Division, goes to Dunsmuir as road foreman of engines for Shasta Division. He started as a fireman in May, 1901, and was promoted to main line engineer in June, 1907. During the summer months of last year he was appointed temporarily as road foreman on Sacramento Division.

Arthur Carr

W. B. Sharp, who was appointed assistant road foreman of Los Angeles Division in October last year, transferes to the same position on Coast Division, and C. A. Miller, former engineer on Coast Division, takes Sharp's place at Los Angeles.

Sharp started with the Company as a laborer in the West Oakland Mills in July, 1909. He became a fireman in September, 1910, and was promoted engineer in February, 1920.

Miller went to work on the Coast Division as a fireman in July, 1904, and was promoted to engineer in 1917.

Samples of display posters and pamphlets issued recently by the Passenger Traffic Department, featuring the many scenic routes and delightful trips that may be taken on Southern Pacific trains, carrying information about points of interest throughout the West, and calling attention to low summer fares.

Faster Trains Will Run on New Cascade Line Starting April 17

PORTLAND and San Francisco will be brought three hours and a half closer together and Portland and Los Angeles will be brought seven hours closer together on April 17 when the new Cascade Line of Southern Pacific will be thrown open to through main line train operation.

The Cascade Line through Klamath Falls, entailing a total cost of over $38,000,000, was completed last fall, and, since completion of the work, has been open to local train service only.

A new de luxe San Francisco-Portland train, operating via Klamath Falls and the new Cascade Line, will be placed in operation, with the new schedules effective April 17, and will make the journey in 23 hours and 30 minutes, a substantial reduction in time from the present schedule of the Shasta which makes the journey northbound in 26 hours 50 minutes and southbound in 27 hours. This train will have the very latest equipment and accommodations, with shower baths, valet, barber and maid and club and observation cars. An extra fare of three dollars will be charged for this train.

The new train will leave San Francisco at 4:40 p. m. and arrive at Portland at 4:10 p. m. Southbound, the train will leave Portland at 10:05 p. m. and will reach San Francisco at 9:25 p. m.

The schedule of the present through train from Los Angeles to Portland via the San Joaquin Valley and Sacramento will be reduced six hours and 55 minutes northbound and 7 hours and 30 minutes southbound. This train northbound will leave Los Angeles at 6:05 p. m., reach Sacramento at 8:55 a. m., and arrive at Portland at 8:35 a. m. Southbound, the train will leave Portland at 5:00 p. m., reach Sacramento at 5:00 p. m., and arrive at Los Angeles at 8:30 a. m. Convenient connection is made by this train at Sacramento for San Francisco.

The new extra fare train and the Los Angeles-Portland train will operate over the new Cascade Line, under the new schedules, and two other fast San Francisco-Portland trains will be operated over the present line over the Siskiyous and through Ashland, Grants Pass, Medford and Roseburg. Of the latter, Train 11, the Shasta, will leave Portland at 8:30 a. m. and arrive at San Francisco at 11:50 a.m., and Train 12, the Shasta, will leave San Francisco at 6:20 p. m. and arrive at Portland at 10:15 p. m. Train 13 will leave Portland at 1:00 a. m. and arrive at San Francisco at 9:50 a. m. and Train 14 will leave San Francisco at 9:40 p. m. and arrive at Portland at 7:45 a. m.

Daughter: O Papa, what is your birthstone?

Father of Seven: My dear, I'm not sure, but I think it's a grindstone.—Kreolite News.

PLUMMER DISTRICT PASSENGER AGENT AT FRESNO

Warren T. Plummer has been appointed district passenger agent at Fresno, being promoted from traveling passenger agent with headquarters at Bakersfield.

W. T. Plummer

Plummer came to the Company as a stenographer-clerk in the Operating Department at Mojave in April, 1913. He held various positions at that point, including yard clerk, ticket clerk and cashier, until August, 1916, when he went to the newly-opened station at Visalia as ticket clerk. He was chief ticket clerk at Bakersfield from August, 1919, to September, 1920, when he was promoted to traveling passenger agent located at Fresno.

Vacation and Excursion Rates Soon in Effect

SUMMER and vacation time are close at hand. For the railroad it is the time for heavy passenger business. With the many bargains in low fares and the wealth of attractive resorts and cities on our Lines, Southern Pacific is in a position to obtain many new customers, and in this every employe can help.

The advertising material shown on the opposite page gives an idea of what the Passenger Traffic Department is doing to pave the way toward direct solicitation of patrons. These advertisements, posters and booklets serve as an introduction of the traffic representatives in the field, and also of every other member of the Southern Pacific family who has opportunity to get friends, neighbors and acquaintances to travel Southern Pacific.

Low Back East fares are effective May 22. These fares permit people going east from the Pacific Coast to save a great deal in travel expenses as compared with the regular fares. The low westbound fares to the Pacific Coast from eastern points are effective May 15. Southern Pacific offers four interesting scenic routes for travel to and from the East. Passengers can go east one route and return another, each route offering outstanding attractions.

One travel bargain is the "great circle tour" which permits a passenger to make a tour of the United States with opportunity to view two oceans, two foreign countries at only slightly added cost as compared with the regular summer roundtrip fares between Pacific and Atlantic Coast points.

Besides the transcontinental travel there is a large field for passenger solicitation in local Pacific Coast travel. Scores of famous resorts in mountains and at the seashore have the same urgent call to westerners as they have for the eastern residents, and Southern Pacific is in a position to give unequalled service for local as well as transcontinental travel. Low fares effective to Pacific Coast points for the benefit of Pacific Coast residents, will be in effect April 29.

Grocery Store Obtained By Employe With Group Insurance

DISABILITY payments, under the Company's Group Insurance Plan, which made it possible for an employe to continue making payments on his home and to establish himself in a small grocery business for the support of his wife and six children, is one of the many instances of far-reaching benefits and protection accruing from the cheap insurance made available to employes of Southern Pacific.

During the three years since the Company took out its master policy with Metropolitan Life Insurance Company, a total of $3,215,500 had been paid up to December 31, 1926, on 1,988 death claims. Twelve claims, totaling $20,250, were pending for investigation.

In this three-year period 491 claims of disability had been approved and $970,060 was being paid employes in installments under the disability schedule. There were 44 claims of disability pending for investigation.

Promptness with which death claims have been paid by the insurance company is one of the outstanding features of the group plan. In numerous cases payment has been within 24 or 48 hours of the death of the insured. Many instances have come to notice where beneficiaries were destitute and they would have been hard put to provide funeral expenses and current necessities of life were it not for the insurance.

The disability feature has been a very important one. There are numerous cases of total disability on account of disease, that have been relieved by the disability installment payments, which have made it possible for the employe to provide hospital attention or a beneficial change of climate.

The Company's insurance is obtainable by the employes if in active service, regardless of their age or condition of health. As a result of this liberal policy many employes have been provided with insurance who could not have obtained it otherwise because of their age or not being able to pass a physical examination. Because of its cheapness, many employes have been provided with insurance who could not have obtained an equivalent amount, even though physically able to pass an examination, because of its cost at regular commercial rates.

REFUND ASKED ON TICKET FIFTY YEARS OLD

Almost fifty years ago, in August, 1887, a ticket was sold at San Francisco good for a ride to Livermore. A few days ago F. A. Skov, of Livermore, presented the ticket for refund, it never having been used. The original purchaser probably got a "buggy" ride to Livermore. Now, just for the fun of it, he is cashing in the interesting souvenir.

Engineer Thomas Early, left, and Fireman James McGraw, of Los Angeles Division, who saved the life of little Dorothy Terry on February 24 when she was snatched from in front of their locomotive as the long freight train was coming into the yard at Yuma. The two and a half year old child is held in the arms of her mother.

Enginemen Save Child's Life at Yuma

HEROIC effort of Fireman J. C. "Mike" McGraw and quick judgment of Engineer Thomas S. Early, both of Los Angeles Division, saved the life of Dorothy Terry, two and one-half years old, on February 24, when the little tot was snatched by the fireman from in front of Early's locomotive as his lettuce train was coming into the yard at Yuma.

Just after the heavy train had crossed the Colorado River bridge, Engineer Early saw the child playing on the walk alongside the track. The train was moving at about 8 miles an hour and Early realized it could not be stopped before reaching the child. He yelled to his fireman and immediately bunched the slack in train all that was possible and applied the air brakes. The train went into emergency with a roar and bang that was heard for blocks and attracted many people to the tracks. The child was frightened and confused when she saw the big train coming toward her, but, instead of running, she sat down on the right rail. McGraw leaped from the cab and raced alongside the locomotive, reaching the child a few inches ahead of the pilot and pulled her to safety.

The quick action of both men brought much praise from officers and employes, as well as from the people of Yuma. Early's good judgment in sizing up the situation no doubt saved the child's life. Had he made a service application of the air on the long train, with helper engine shoving against him, he would have run several car lengths past the child and Fireman McGraw might not have been able to get ahead of the pilot. Both men were commended by Superintendent G. E. Gaylord and 30 merits were added to their service record.

Early's endeavor to avoid a rough stop could not prevent extreme slack action on rear of train causing three cars of lettuce to buckle up, resulting in damage of $510 and transfer of two cars.

STILL GOES TO STATION TO SEE TRAINS COME IN

Going down to the station to meet the trains passing through was one of the important events of the day to residents of a little city in Missouri, so, when an elderly lady from that town moved to Los Angeles, she saw no reason why her daily pilgrimages should cease. Most every morning she gets on a street car and goes down to the Southern Pacific station, returning to her boarding house home just before noon, where she spends the rest of the day.

She says she never expects to greet anyone she knows, but can not understand why the people appear so unconcerned about what to her is the most important event of the day in the life of the city—the arrival of trains bringing hundreds of strangers and visitors from everywhere.

Not all the jay-walking is done on the streets. Some is done on the gas accelerators.—Ex.

OLD TARIFF SHOWS RATES ON MANY ODD ARTICLES

With such oddities as smut machines, Chinamen's corpses and pulo in bales listed as regular items of commerce, California freight rates in 1880 averaged higher than those of today, according to a pioneer freight tariff folder which has just come into the hands of J. T. Saunders, freight traffic manager.

This tariff, issued in 1880 by the old Sacramento and Placerville railroad, indicates that the movement of 60,000 pounds of grain from Folsom to Sacramento cost the shipper $81, whereas today the transportation charge would be $48. The rate on 40,000 pounds of coal between the same points has dropped from $75 to $54.

"Considering the relatively greater purchasing value of the 1880 dollar," Saunders said, "present freight rates are far below those of 45 years ago.

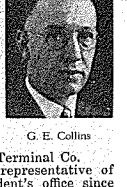
"Few people have any idea of the extent to which freight rates have been reduced in even so recent a period as that since the beginning of 1921. The savings to the American shipping public from reduced rates aggregated $1,611,000,000 during the years 1922, 1923 and 1924. This is the total amount which shippers would have paid for transportation service in those years, over and above what they did pay, had the rates remained at the peak of 1921."

He: You look like a sensible girl. Let's get married.

She: Nothing doing. I'm as sensible as I look.—Ex.

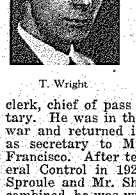
COLLINS AND WRIGHT ARE GIVEN PROMOTIONS

Effective March 21, Glenn E. Collins became office manager for the general manager and the first assistant general manager at San Francisco, and Theodore Wright took the position of representative, executive vice-president's office. Collins succeeds W. E. Teague, who is now vice-president and general manager of the Los Angeles Union Terminal Co.



G. E. Collins

Collins has been representative of executive vice-president's office since June, 1925. He entered the service as office boy in the auditor of passenger accounts office in October, 1909. The following year he transferred to the executive department, where he held various positions until July, 1918, when he became head appropriation clerk, being promoted to assistant chief clerk in May, 1922.

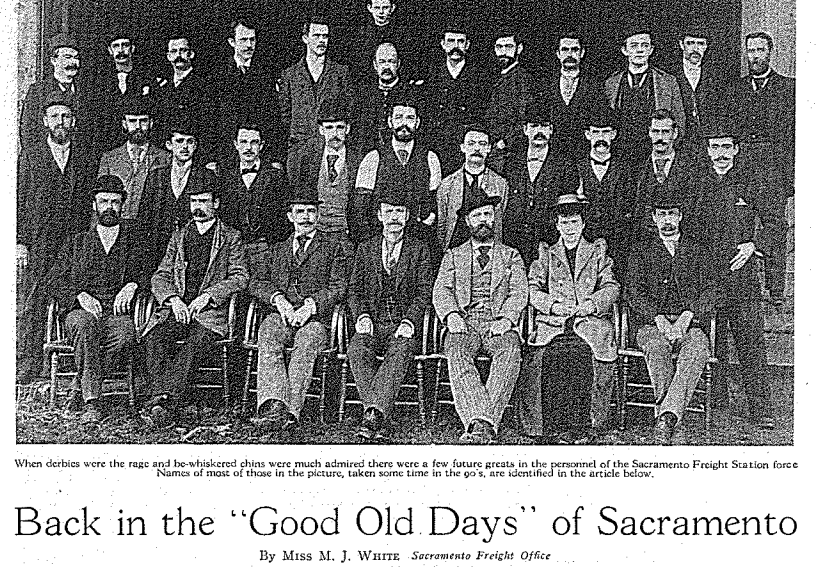


T. Wright

Wright also entered the service as an office boy, starting with the Pacific Electric at Los Angeles in March, 1911, in Paul Shoup's office. Later he was mailing clerk, head file clerk, chief of pass bureau and secretary. He was in the navy during the war and returned in February, 1919, as secretary to Mr. Shoup at San Francisco. After termination of Federal Control in 1920, and while Mr. Sproule and Mr. Shoup's offices were combined, he was with Mr. Sproule as secretary, returning to Mr. Shoup early in 1925.

E. H. Gubbins, who has been secretary to F. L. Burckhalter since July, 1923, takes the same position with Mr. Shoup. He came to the Company in April, 1919, after several years' service on Canadian roads.

Robt. W. Nesbit, formerly road secretary, Maintenance of Way Department, succeeds to the secretary position with the first assistant general manager. He has been in the service since April, 1909, eight years being spent on the Coast Division.



When derbies were the rage and be-whiskered chins were much admired there were a few future greats in the personnel of the Sacramento Freight Station force Names of most of those in the picture, taken some time in the 90's, are identified in the article below.

Back in the "Good Old Days" of Sacramento

By MISS M. J. WHITE *Sacramento Freight Office*

THE Smith Brothers of cough drop fame have nothing on some of the boys of the '90's, judging from the many varieties of chin decorations in the above picture of the Sacramento Freight Station clerical force taken some thirty or more years ago.

C. C. Cooley and L. W. Robitaille, fourth and eighth in the back row, were new in the service at that time, and are the only members of the group still with us. Little Rufus Harmon, at top, is now one of the truly big men with the Western Pacific in San Francisco. First in the middle row is John T. Skelton, popular Native Son and ex-coroner of Sacramento, really a handsome man in spite of the Bolshevik camouflage. Next to him is Emsley E. Griffin, retired, whose classic, smooth-shaven profile peered at us from the August Bulletin. Sixth in that row is P. A. Fitzgerald, editor of the Yolo Independent, famous for his views on the eighteenth amendment. Third, fourth and sixth in the front row are ex-Agents H. J. Kilgariff and C. J. Mills, and Mamie Chamberlain, stenographer. These three have passed into the great beyond. Sixth in the top row is J. S. Watson, deceased, who established the first agency at Red Bluff. W. B. Lawson, well known representative of the E.M.B.A. at San Francisco, is eleventh in the top row. E. L. Sharp, telegrapher at Sacramento, is tenth in the middle row. The last member of the group is M. E. Gates of San Francisco, who was agent of the Sacramento Valley Road in the early days.

Our veterans have furnished us some interesting information about the cost of living in the '90's. In those days "Nobody worked but father." On a salary of $80 or $90 a month, a man could raise a small family—America's great middle class majority. Rent for a five-room cottage averaged $12 or $15 a month; eggs, 15c a dozen; potatoes, 75c a sack; flour, sugar and other foodstuffs were proportionaly low compared with present prices.

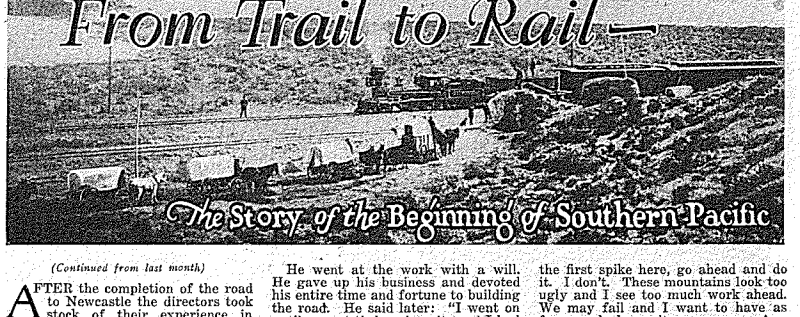
In the matter of clothing, "Father" could get a good ready-made suit for $15 and a derby for $2.50. He wore the latter in all seasons, usually not discarding it until brim and crown were ready to part company. "Mother" usually bought two hats a year, a winter felt or a summer leghorn. She trimmed the former with ostrich tips and the latter with a wreath of roses or daisies. Her hats rarely cost over $3.50 and she often wore them the second season; she hadn't much time to gad. Shoes for little Willie and small sister Susie averaged about $1.50 for the stout kind for school and $2.50 for the Sunday pair with patent leather tips. Susie could have piano lessons at 50c each, and the family and neighbors considered her an accomplished player when she could rattle off "The Maiden's Prayer" or "The Black Hawk Waltz."

Standards change with the times. Textiles seem to have been noted for their enduring quality in those days. We remember "Sandy" Smith, that dear old scot now on the retired list (we never knew him to tell a lie), once whispered to us confidentially that a certain other clerk in the office had worn the same pair of pants for over 20 years. They were fine tweed of a nondescript color, and, like Mary's faithful lamb, always went everywhere with him. However, in justice to their owner, we must say that he finally received an inheritance and promptly took the pants out of active service. We eventually lost sight of him.

LARGE SHIPMENT OF AUTOS OVER LONG HAUL

The largest single shipment of automobiles from Indianapolis was hauled over the long haul from New Orleans to Los Angeles during the early part of March. The special train of 25 big automobile cars loaded with Marmons valued in excess of $2,000,000 was received from the Illinois Central at New Orleans. Arrangements for handling the big shipment were made through the office of General Agent Lyon Liston at Indianapolis by W. M. Young, traffic manager of the Marmon Motor Car Co.

From Trail to Rail—



The Story of the Beginning of Southern Pacific

(Continued from last month)

AFTER the completion of the road to Newcastle the directors took stock of their experience in building 31 miles of road. They decided that if the construction was divided up among many contractors, as they had tried with the last 13 miles, labor would become unmanageable; the price of labor would run up, the work would be impeded, and the chances of success seriously jeopardized.

It was important that the company should have more control over the construction than would be possible where the work was let out in comparatively small units. Labor was scarce and money was scarcer. It was necessary that the individual sections should be built as nearly as possible in consecutive order and that the work should be done first at the point nearest the last completed section so that, as each section was completed, it could be put into operation and made to yield revenue.

It was decided that Crocker should go ahead with the work at the prices paid him for the two sections below Newcastle. It is characteristic of these men that the arrangement with Crocker was recorded merely as a resolution of the Board of Directors and that no written contract was entered into.

He went at the work with a will. He gave up his business and devoted his entire time and fortune to building the road. He said later: "I went on until we got tied up in suits and I had to stop. I could not get any money. They got all I had and all I could borrow. At that time I would have been very glad to take a clean shirt, lose all I had and quit."

In July, 1863, Judah reported that 6000 tons of rails, or enough for sixty miles of track, had been purchased in the East and would be delivered at the rate of 500 tons a month. He also reported the purchase of 6 locomotives, 2 first-class passenger cars, 2 baggage cars, 25 platform freight cars, 15 box cars, and the necessary frogs, switches, turn tables, etc., for the first fifty miles.[25]

First Rails Arrive

On October 8, 1863, the ship "Herald of the Morning" arrived at Sacramento with 100 tons of railroad iron, the first shipment for the Central Pacific.

The first rail was laid October 26, 1863.

It was suggested that some kind of a celebration be held at the laying of the first rail. Huntington, however, opposed it. He said:

"If you want to jubilate in driving the first spike here, go ahead and do it. I don't. These mountains look too ugly and I see too much work ahead. We may fail and I want to have as few people know it as we can. Any little nobody can drive the first spike, but there are months of hard labor and unrest between the first and the last spike. The last spike is the one we'll celebrate."

From the laying of the first rail until 1869, when the last spike was driven and the continental line completed, the "Herald of the Morning" was followed by a steady procession of sailing vessels, loaded with iron and other supplies winging their way around Cape Horn. There were as many as thirty vessels loaded with supplies for the Central Pacific at sea at one time.

From scattered and various records we are now able to get a picture of those early days when the Central Pacific was still regarded by the world as an impracticable dream which shows the "Big Four" in action.

We see Huntington in New York scheming, pleading and cajoling in the quest for money from all possible sources. When he was not trying to borrow money he was bargaining with manufacturers, foundries and ship owners so as to get as much for the money as possible.[26]

Alfred A. Cohen, in his testimony years afterwards before the Pacific Railway Commission, said: "I have seen Mr. Huntington trudging about from office to office in New York trying to get people to lend him money. For months, almost for a year if not more, he was traveling at night between Washington and Boston trying to raise money to send to California. They were put to terrible straits to get money to get over the mountains."

Huntington also kept in touch with California, the progress of the work and the obstacles, social, financial and physical with which his associates were battling.

In spite of the hardships of the overland journey, made at first entirely by stage and afterwards by rail and stage, he made frequent trips to California, where he would spend only a few days before taking the same tiresome and hazardous trip back to New York.

Huntington had to depend largely on his own eloquence and such collateral as he and his associates could scrape together. It would have served no good purpose to have referred eastern capitalists to San Francisco bankers.

Attorney Cohen told the Pacific Railway Commission:

"I have sat here in bank parlors in San Francisco and heard bankers say 'Don't you have anything to do with those men Stanford, Hopkins and Huntington. Don't you put any money into their schemes. They are bound to come to grief. Nobody in the world could get that road through.'"

Leland Stanford, president of the company, was in California winning friends for the railroad among the people and meeting organized hostility with good-natured appeal for aid and support and firm insistence on rights.

On the line of the railroad out from Sacramento, hustling, sweating workers were driving a way for the iron rails through the rocky ribs and up the precipitous sides of the Sierra to the persuasive urging of Charles Crocker's voice.

Sailing ships loaded with railroad iron, knocked-down locomotives and cars, spikes and other construction material, were winging their way around Cape Horn, dodging Confederate privateers and battling the innumerable obstacles placed in their way by the elements.

Mark Hopkins was in Sacramento, nursing every dollar that came into the treasury, making, as he used to tell in later days, "one dollar buy one dollar and five cents worth."

All this time, however, money was getting scarcer.

Seeking help in all directions, the company turned to the communities through which the line was to pass and which would be directly benefited by its construction. The State Legislature authorized the counties of Placer, Sacramento and San Francisco to subscribe to the capital stock of the Central Pacific.

The Legislature cleared the way for similar help from the counties of San Joaquin, Santa Clara and San Francisco for the Western Pacific Railroad, which had been organized to build a line from San Jose to Sacramento to connect with the Central Pacific.

CHAPTER XII

Financial Difficulties. Judah Sells Out and Shortly After Dies.

Before any of this help was available, however, the work of construction came almost to a stop. The money raised by Huntington in New York had been exhausted and more was needed immediately. A meeting was held to discuss the emergency.

Judah and Bailey wanted to raise money by mortgaging such of the road as had been built, and the equipment. Huntington, Stanford, Hopkins and Crocker opposed this on the ground that such borrowing would harm their credit; that to mortgage their property at this stage would prevent future loans except at ruinous rates.

The suggestion of the "Big Four" was that the directors provide money from their own means until the government aid should become available. They would then have enough of the road in operation to give it standing as a borrower.

"Buy us out, sell out to us, pay your share of what's necessary to keep the work going, or let's quit," was the ultimatum given by the "Big Four" to the other directors. The others elected to sell out. Judah is said to have received $100,000 for his holdings.

A few months after this meeting Judah went east, contracted fever while crossing the Isthmus of Panama, and died Nov. 2, 1863, in New York.

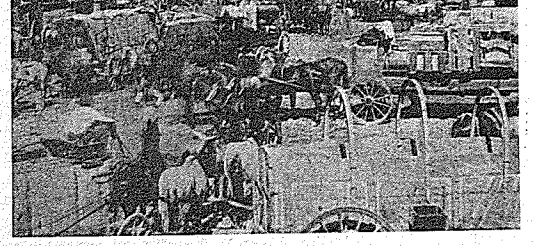
Thus Judah passed off the stage while the great work his enthusiasm had initiated was still in its infancy. Like the soul of John Brown, the spirit of the engineer went marching on. The line of the Central Pacific today follows practically the surveys made by Judah. His selection of Donner Pass as the best route for a transcontinental railroad is justified today by the best engineering opinion in the world.

From Sacramento to Ogden, in 1869, over the line, the most difficult part of which was surveyed by Judah, the distance was 743 miles. Straightening out curves and other subsequent changes reduced this distance only five miles until 1904 when the opening of the Lucin cutoff, which was beyond the range of Judah's survey, but plans for which had been approved by C. P. Huntington before Huntington's death in 1900, shortened the run by 45 miles more.

To the appeal for assistance Placer County responded by exchanging $250,000 of its bonds for Central Pacific capital stock. Sacramento County subscribed $300,000, and San Francisco, City and County, voted to help to the extent of $600,000.

Similar assistance voted at the same time to the Western Pacific was $250,000 from San Joaquin County, $150,000 from Santa Clara County, and $400,000 from San Francisco County.

In addition to subscribing for stock



The little town of Cisco, near the summit of the Sierra, was a very busy place during the building of the Central Pacific lines over the mountains. The picture was taken during 1868 and shows the street filled with the wagons that hauled supplies and materials to the construction camps.

NOTE 25—Three of the locomotives were bought from Wm. Mason & Co., Taunton, Mass. They were Atlantic, Pacific and John Conness. The Governor Stanford was bought from Norris & Co., Philadelphia, and the T. D. Judah and Collis P. Huntington from Danforth, Cook & Co., Patterson, N. J. The Governor Stanford has a place of honor in the Memorial Museum at the Leland Stanford Jr. University, Palo Alto.

The Judah and Huntington were the two smallest engines ever used by the Central Pacific. The Conness was the first to be constructed with six driving wheels.

The Locomotive in those days was as ornamental as the engine of today is plain and businesslike. The steam dome and sand box were either entirely cased in brass or decorated with brasscaps and bands. The bell was brass; so was the hand-rail. There was an edging of brass around the running board; the steam chest and cylinder were housed in brass castings; there was a brass feed pump on either side of the engine. The cab was painted black or brown, according to the taste of the decorator. There were brass bands covering the seams of the blue-black Russian iron jacket that covered the boiler. The number plate on the front of the smoke arch had a brass rim, and the headlight stand was trimmed with brass. Inside the cab was a blaze of brass. The driving wheels were painted a brilliant red. Many of the headlights were decorated with a picture, usually a reproduction of some California beauty spot. In some cases both cab and tender were also decorated with works of art in which points of many colors and much gold leaf added to the riot of radiance from the brasswork.

Polishing brass was the bane of the fireman's life, but although he grumbled much he polished more because rivalry between engine crews was keen in those days and pride fondly cherished. Even the engineer helped with the polishing. "Many a Sunday when I didn't have to work," said an old engineer, "I spent the entire day polishing brass."

The engineer was held responsible for keeping his engine in repair. It was his job to pack all the valve stems, pistons, pump plungers, valves and cocks in the boiler head and cab. It was up to him to keep the engine fit as well as shining. Engineers in the sixties and seventies nursed their engines all through the trip and did not say good-bye at the end of the journey until they had taken a hammer and "felt her all over" to make sure that nothing had cracked, loosened or gone by the board. The engineer was also required to set up wedges to keep the driving box in place, to key up the front and back ends of both main rods, and at outlying points had to perform such operations as reducing the brasses and very frequently had to wash out his own boiler.

The locomotives were all named. A roster of the Central Pacific engines runs a wide gamut and invades many fields. Here are some of the names: Hercules, Tamaroo, Industry, Samson, Goliah, Gold Run, Ajax, Achilles, Storm, Whirlwind, Leviathan, Vulcan, Vesuvius, Terrible, Growler, Mars, Apollo, Tempest, Hurricane, Flyer. There was a Blue Bird and a Magpie, to say nothing of a whole menagerie which included a Swan, Crane, Reindeer and five different colors of Fox. There were lady names as well as gentleman names. Hector and Jupiter were there with Diana, Sultana and Juno. Many of them were named after towns, a few after individuals. Two of them, Phil Sheridan and U. S. Grant, after distinguished warriors.

The following table shows the size, weight, etc., of the first six locomotives used on the Central Pacific:

Names of Engines	Weight of Engines and water—Tons	Number of Drivers	Diam. of Drivers—Feet	Diam. of Cylinders—Inches	Length of Stroke
Gov. Stanford	46	4	4½	15	22
Pacific	47½	4	5	16	24
C. P. Huntington	18	2	4½	11	15
T. D. Judah	18	2	4½	11	15
Atlantic	47	4	5	15	22
John Conness	50	6	4	17	24

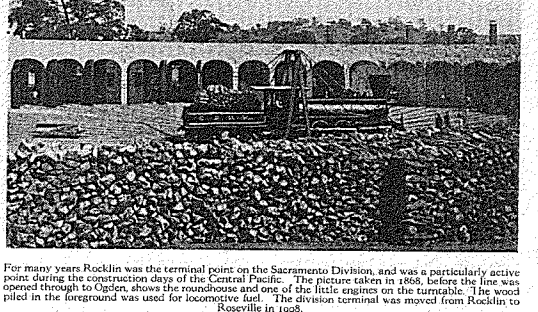
NOTE 26—In 1866 Huntington stole a march on the Union Pacific in the purchase of 66,000 tons of rail which the U. P. needed very badly. Not only did Huntington do this, but at the same time he defeated a threatened combine of the steel mills to increase the price. To get these rails to California required a large number of vessels. Huntington went to E. B. Sutton to charter the necessary bottoms. Huntington gives the details:

"I said, 'Well I want to get a good ship, a good steady ship—safe.' 'You can go out and run around and give me a list of what you can find.' He came in with three or four. He said, 'You can have this one for so much and this one so much.' 'Such a price,' said I, 'is too high. I can't take one of those ships. I am in no hurry,' said I, 'ships are coming in all along.' Well, he came back. He went out three times and he came back with 23 ships. I got them down whilst talking. 'Well,' said I suddenly, 'I'll take them.' 'Take them,' said he, 'take what?' Said I, 'I will take those ships if they are A-No. 1.' 'Well,' said he, 'I can't let you have them. I thought you wanted only one.' Said he, 'I will have to have two or three of them myself.' Said I, 'Not those you won't.' Well, those ships took about 45,000 tons of rail. Mr. Sutton told me afterwards, 'Huntington, you would have had to pay $10 a ton at least more if I had known you wanted all those ships.' That would have been $450,000."

the City of Sacramento granted to the Central Pacific 30 acres of land which included 1300 feet fronting on the Sacramento River."

The State legislature in April, 1863, passed an act to aid construction of the Central Pacific by a cash subsidy to be paid on a mileage basis. This act was repealed the following year and instead the State assumed for twenty years the payment of seven per cent interest on 1500 of the railroad company's $1,000 bonds. In return for this aid the company furnished certain free transportation and rendered other service to the State government. The first benefit received from this arrangement was in January, 1865, after the Supreme Court of the State had ratified the action of the legislature.

In Placer County and in San Francisco the interests opposed to the railroad did everything they could to prevent action favorable to the company. In Placer County official "investigations" were promoted. It was declared that the company had no intention to build a line beyond Dutch Flat; that the builders of the road were even then organizing a company for freighting service over a wagon road built to operate from Dutch Flat over the Sierra Nevada Mountains."



For many years Rocklin was the terminal point on the Sacramento Division, and was a particularly active point during the construction days of the Central Pacific. The picture taken in 1868, before the line was opened through to Ogden, shows the roundhouse and one of the little engines on the turntable. The wood piled in the foreground was used for locomotive fuel. The division terminal was moved from Rocklin to Roseville in 1908.

Dutch Flat Swindle

A pamphlet was issued August 18, 1864, entitled the "Dutch Flat Swindle," which was given wide circulation and which temporarily interfered very seriously with the financial plans of the associates. The pamphlet concluded with the statement "that the directors do not intend to prosecute the enterprise to the state line but only a sufficient distance to feed the wagon road enterprise, owned by a portion of the Board of Directors. And in fine that the whole concern is a close corporation instituted, conducted and managed to enrich the directors and impoverish the stockholders."

The pamphlet was couched in strong personalities like all similar literature of that day. It was answered just as vehemently by a San Francisco supervisor, H. De la Montanya. For an interesting example of public controversy in the early sixties, read these opening sentences of the Montanya answer:

"A pamphlet entitled the 'Dutch Flat Swindle,' containing among other pettifogging statements equally baseless the minority report of J. H. Rogers, one of the Board of Supervisors of Placer County, having been recently published and extensively circulated, would seem to demand some notice from the friends of the Pacific Railroad.

"The author very prudently conceals his name, as few citizens in the state would voluntarily peril their reputation as truthful and honorable men by signing a publication containing so many gross misrepresentations, demogogue insinuations, wilful fabrications and unmitigated slanders."[2]

The people in Placer County voted in favor of the subscription.

A campaign even more bitter was waged in San Francisco but in spite of the opposition of many interests and the entire press, the voters on May 25, 1863, authorized the issuance of bonds to the amount of $1,000,000, $600,000 to the Central Pacific and $400,000 to the Western Pacific, in return for capital stock of the two roads.

The interests opposed to the railroad were able to delay action and finally to effect a compromise whereby instead of subscribing for Central Pacific stock San Francisco made an outright donation to the Central Pacific of $400,000 in municipal bonds and $250,000 to the Western Pacific.

Money Delayed

Even after the compromise had been agreed on, those opposed to the railroad were able by various devices to delay payment and repeatedly to throw the matter into the courts. The bonds were finally turned over in April, 1865, two years after the voters had given the necessary authority and after litigation which cost the Central Pacific more than $100,000.

Of the bonds thus received by the Central Pacific $15 were sold at $751.60, bringing in $236,754. The remaining 85 of the bonds were disposed of at par in payment for rolling stock. The aid granted the Western Pacific was before that company had been acquired by the Central Pacific and didn't benefit the Central Pacific.

In the meantime Crocker had been going ahead steadily with the construction. Lack of money had compelled him to cut the working forces to a minimum but the actual work never stopped. It was characteristic of the "Big Four" that from the day ground was broken until the last spike was driven, every day showed some progress in the construction of the road. If they lacked the means to employ 500 men they employed 100, if they could not employ 100 they employed 10. They kept their obligations under control at all times and limited their cutting strictly to the amount of cloth at their disposal.

"Don't keep a man at work whom you can't pay regularly at the end of the month. We won't stop work but if we can pay only one man we'll employ only one" was their rule.

CHAPTER XIII.

First Equipment Placed on Rails. Central Pacific Begins Operation as a Railroad. First Revenue.

While Crocker was driving the construction the locomotives and cars shipped from the east in "knocked down condition" were being put together at the Sacramento shops.

The "Sacramento Union" of November 7, 1863, under the heading "Steam Up" has this item: "Yesterday afternoon steam was gotten up in the locomotive "Governor Stanford" at the foot of I Street. The engine could not be set in motion because it has not yet been placed on the track. On Monday morning it is expected to go to work hauling iron over the track."

November 10 the "Union" notes the starting of the first locomotive on the Central Pacific. To celebrate it "a salute was fired of thirty-five guns from a new twelve-pounder bought by W. Siddons."

At that time two miles of track had been laid. It had been intended that a delegation of State officers, bankers, editors and other prominent citizens should be given the first ride but the small boys of Sacramento beat the dignitaries to it and when the "Governor Stanford" puffed into view the locomotive was merely the core supporting a wriggling mass of cheering youngsters. Something went wrong with the machinery when the dignitaries got aboard and their trip did not take place. By 8 o'clock at night, however, the locomotive was in full working order "and made a number of trips as far as 16th Street, crowded with cheering passengers."

The "Sacramento Union" of December 4, 1863, criticised the announcement in a Kansas newspaper that 40 miles of the eastern division of the Pacific railroad (Leavenworth, Pawnee & Western Railroad or Kansas Pacific) had been graded and that the road "is going towards the Pacific at the rate of a mile a day."

The Leavenworth, Pawnee & Western Railroad was authorized to build, as part of the Pacific Railroad, from the Missouri River at the mouth of the Kansas River as far east as the 100th meridian. It was absorbed later by the Union Pacific.

As a matter of fact ground for the Union Pacific had just been broken at Omaha. It took all the money in the treasury to pay for the celebration and it was almost a year later, after the Pacific Railroad Act had been amended, before construction on the Union Pacific actually began.

The "Union" seems to have had an inkling of this. Read this: "In California something handsome has been done in getting the Pacific Railroad under way but we do not pretend to be pushing ahead as they profess to be doing in Kansas. Within a dozen miles or so the railroad company here is compelled to begin the ascent of the dreaded Sierra Nevada. The heavy and costly work here is encountered at the very start. Here we must transport iron and rolling stock some 20,000 miles, but even in the face of these difficulties the Central Pacific has within eleven months purchased iron and rolling stock for 70 miles, the grading is finished for 18 miles, a splendid bridge built over the American River, iron is laid for a mile beyond the bridge and by the first of January, 1864, unless iron on shipboard is detained beyond all calculation, the road will be in running condition 18 miles."

(Continued Next Month)

Note 27—This gift, generous as it was, proved a good investment for the City of Sacramento. On this land the company located its principal shops. They were started in a modest way, employing in 1863 only fifteen men. By 1921 this plant for the repair and manufacture of railroad equipment had been extended to cover an area of 145 acres, employed 3100 men and distributed in Sacramento an annual payroll of $4,500,000. It was in these shops, now equipped to do any kind of railroad repair work and to manufacture any kind of railroad equipment that the cars and locomotives shipped from the East in knocked-down condition were put together and made ready for service.

The original shops of the Central Pacific Railroad were located at the head of F St. at 6th and consisted of a shop for repairing cars, engine house and blacksmith shop. The machine shop was a room about 12' by 12', containing a grindstone, two vises and a stove.

At that time there were about 7 locomotives, 50 cars and about 50 men in the service of the company at Sacramento. I. H. Graves was the first master mechanic of the Central Pacific. James L. Gerrish was foreman of the machine shop.

On arrival of machinery from Philadelphia, the various tools and lathes were set up in the shafts constructed from the box in which the machinery had been shipped.

E. F. Perkins was first superintendent of motive power and machinery; A. J. Stevens the first general master mechanic; George D. Welsh the first division master mechanic.

Note 28—There was just enough truth in this report to make it dangerous. Huntington, Crocker, Hopkins and Stanford, anxious to tap the rich freight business of Nevada, had purchased a wagon road which had been constructed part of the way between Virginia City and Dutch Flat.

The associates completed the road into Dutch Flat. On the eastern end it connected with other wagon roads, serving different sections of Nevada.

Governor Stanford told the Pacific Railway Commission all about it: "When we went into the enterprise," he said, "we thought it would be a good property and at that time it was a necessity to the Central Pacific because, as the road went up the mountains, there was no wagon road from the railroad to Virginia City to take freight from the end of the railroad. Without the wagon road the railroad could not have done this Nevada business, which at that time was very important."

It was not a paying investment because the railroad was constructed so rapidly over the mountains that, after two seasons, the wagon road was no longer of service as an adjunct to the Central Pacific and was given by the "Big Four" to the counties through which it passed.

Note 29—"Sacramento Union" of October 26, 1864, credits authorship of pamphlet to one Horace Dawes.

SIMEN BECOMES CITY TICKET AGENT AT SAN FRANCISCO

Robert J. Simen has been appointed city ticket agent at San Francisco, taking the position made vacant by the death of L. W. Austin. He entered the service as operator and ticket clerk at Marysville in 1907 and transferred to Sacramento as operator in January, 1912. He was promoted to chief clerk and cashier at Sacramento in October, 1914, and during the following year transferred to San Francisco as ticket clerk. He has been assistant agent at the city ticket office since January, 1924.

Robert J. Simen

HISTORIC "OLD IRONSIDES" TO BE RESTORED TO GLORY

A nation-wide campaign is now under way to raise sufficient funds to restore the old Frigate "Constitution," better known as "Old Ironsides" to original condition. This gallant old Frigate, America's first warship, which fought 42 engagements and never lost one, is still afloat but in a sad state of decay at the Charleston Navy Yard, Boston.

This move has been authorized by an act of Congress empowering the Secretary of Navy to raise the funds. A masterpiece has been painted by Gordon Grant showing the historic vessel in full sail and in all its glory at sea. Reproductions of this painting in ten colors, size 17x21 inches, are being distributed at 25 cents each, proceeds from these sales going into the "Save Old Ironsides Fund." The pictures are obtained from Rear Admiral Andrews, U. S. Navy, Chairman National Committee, Boston Navy Yard.

FORTUNE IS LOST AND FOUND ON S. P. FERRY BOATS

Mateless gloves, to the number of two or three hundred a month, together with adding machines, baby buggies, diamond rings and cold cash were among the numerous articles left on the Company's ferry boats on San Francisco Bay during the past twelve months and worth in all approximately $100,000, according to Captain C. F. Heath, superintendent of the Steamer Division.

An infant child was left on the ferry boat one morning, the mother discovering the loss after the boat had departed for its return trip across the bay. Baby, in care of a stewardess, made the round trip and was returned to its mother none the worse for the adventure.

Most costly of the lost articles, probably aside from the infant, was a woman's handbag containing nearly $50,000 in jewelry, cash and securities found by Deckhand Jose D. Cepo on the "Santa Clara" and returned to its owner within a few hours. The owner took her loss quite calmly and seemed confident the bag would be returned. She was less excited than an entomologist who walked off one of the boats leaving behind him a box containing his ten-years' collection of strange bugs and beetles.

On rainy days anywhere from a dozen to thirty umbrellas are left on the ferry boats.

If the lost article bears a name or address, the owner is telephoned or written to. Almost all lost articles, with exception of the many odd gloves, are eventually returned to the owners.

SEVEN TEAMS IN BASEBALL LEAGUE AT SAN FRANCISCO

San Francisco baseball fans are turning their attention to the league recently organized composed of six teams from various floors of the General Office and a team from the District Auditor's office in Annex O. Arrangements for the games are being managed by Larry Anderson, of the Freight Protection Department. First games were played March 12. Scores were as follows:

First week—6th Floor 9, 5th Floor 5; Dis. Aud. 14, 3rd Floor 9; 4th Floor 9, 10th Floor 2.

Second week—5th Floor 16, 7th Floor 5; 4th Floor 14, Dis. Aud. 3; 3rd Floor 14, 10th Floor 5.

Lineups of the teams are as follows:

District Auditor's—McBride, McKellips, Rudolph, Swartz, Tallman, Brown, Walsh, Gomez, Pine, Brown, Guerra, Crane, Underhill, Mattos (Mgr.), S. Day.

10th Floor—Armitage, Darnell, Gibson, Hadley, Hincke, James, Kerri, McCargar, McGough, Michaels, Porter, Sweeney, Ulrich, Van Zandt, Carmichael (Mgr.).

5th Floor—Corven, Gendron (Mgr.) Cole, Garlick, Lyons, McCarthy, Radloff, O'Connor, Milnes, Hathaus, Swift, Madden, Kelly, Maurer, Wickman.

4th Floor—Potts (Mgr.), Ends, Studdart, Boccabella, Swantner, Watts, Barron, Sullivan, Wahline, Hundricks, Bacci, Seib, Meany.

7th Floor—Freund, Nelson, Collins, Freeman (Mgr.), Lletta, A. Anderson, Puccinelli, G. Anderson, Calder, Werner, Price, Share, Fallgatter, Quin.

3rd Floor—Harrington, Terrano, Boyle, McDermott, Bonchero (Mgr.), Murphy, Leahy, Hansen, Cooney, Tuttle, Cowen, Hurley, Conde, Clark, Leake.

6th Floor—Anderson (Mgr.), Ahern, Killian, Adams, Bonfilli, Kelly, Tilton, Teeters, Olsen, Kopke, Kluepher, V. Collins, Cordova, R. Collins, Fountain.

Negro Caller at Hospital: "I came to see how mah fren' Joe Brown was gettin' along."

Nurse: "Why he's getting along fine; he's convalescing now."

Negro: "Well, I'll just sit down and wait till he's through."—Brockton Call.

WATSONVILLE AGENT GIVES POETIC ANSWER TO CRITIC

Answering a critic who complained of the noise made by a busy switch engine shunting cars about the yard, R. H. Davis, agent at Watsonville, recently published the following answer in the "Pajaronian":

"I hardly know what I can say,
That'll help you out in any way.
Most people when they go to bed,
Put out the light and bag their head
And dream sweet dreams till morning light,
If all the day they've done what's right.
And I'll say this to you, my dear,
We'll speak out loud so all may hear,
If you were fed with coal and oil,
Until they made the water boil,
And had men climbing o'er your back,
And send you racing down the track,
Until you hit a string of flats,
You'd ding and dong and ring the bell,
And tell the world to go to h——."

Sacramento Holds Lead in Business Getting

SACRAMENTO DIVISION employes made the best record in business getting during February and continue to hold the lead in the race to win the trophy for the first quarter.

G. C. Schab, clerk at Orland, was high point man on the division, scoring 1500 on freight business and 220 on passenger business obtained on his "tips" of prospective patrons. Others who helped to boost the score of the division were: D. Davis, messenger, Sacramento; A. J. Leverone, warehouseman-clerk, Lincoln; and W. Matzga, clerk, Williams.

The Passenger Department is anxious to have tips on convention travel, even though the employe may think this information is already at hand. It might happen that a small convention movement might be overlooked. E. A. Bertram, assistant engineer in the Valuation Department at San Francisco, recently turned in a "tip" of this nature, but it so happened that the traffic men were already working on that particular business.

George Keith, ticket clerk and baggageman at Sparks, recently made a friend for the Company and himself, as well as gaining some passenger revenue, by an act of courtesy. When he was going off duty at midnight he overheard a man saying that he was going to Sacramento over a competing line and was waiting for a street car to take him to Reno. He was carrying a couple of pieces of baggage. Keith asked him why he did not buy a ticket over the Southern Pacific from Sparks and was advised that the principal reason for not traveling S. P. was the distance he would have to carry his baggage in reaching the station. Keith offered to take the man to the station in his automobile providing he would travel over Southern Pacific. The bargain was made and ticket sold.

Abbreviations used in the following list of other recent business getters are: Int., inter-line; Lo., local; RT, round trip; LCL, less than carload; CL, carload; SRO, standing routing order.

SUCCESSFUL PASSENGER TIPS

Stockton Division

Accardo, Jos., eng. wpr, Los Banos..48RTLoc.
Beanland, W. L., clk, Stockton.....5Int.
Celano, Frank sec. frmn, Los Banos..49RTLoc.
Gallego, A. R., chf. clk, Merced.....8RTInt.
Hastie, L.D., clk., Stockton..5RTLoc.; 17RTLoc.
Pulos, Theo., sec. Frmn, Stockton.....1Int.
Smith, L. R., asst. supt., Stockton.....1RTInt.
Smith, R. R., tel. opr., Manteca.....4RTInt.
Wootten, O. P., engr., Tracy.....1RTInt.

San Joaquin Division

Baker, W., cashier, Exeter.....3RTInt.
Barrett, Frank, condr., S. J. Div.....1RTInt.
Garland, J. A., tkt. clk., Bakersfield..1RTInt.
Kettenan, A. G., operator, Sanger.....1RTInt.
Kirchhofer, A., agent, Reedley.....1Int.
Lynch, G. S., brkmn., S. J. Div.....1RTInt.
Maas, E. H., T. F. A., Fresno.....1RTInt.
Mettlen, F. L., operator, Exeter.....1Int.
Stephens, M. P., brkmn., S. J. Div.....1RTInt.

Salt Lake Division

Corey, E. C., chf. clk., Salt Lake City..8RTInt.
Forbes, C. E., asst. hd. insp., Ogden...4RTInt.
Frye, Lola, steno., Salt Lake City.....4RTInt.
Hall, Virgil, trnmstr., Ogden.....5Int.
James, J. H., timker., Ogden.....5Int.
Petty, W. R., agent, Lakeside.....1Loc.
Redford, O. E., clerk, Sparks.....3RTLoc.
Spackman, Perry, clk., Salt Lake City..3RTInt.
Stone, F. N., pass. brkmn., Ogden..4RTInt.
Sweeney, Thos., cr'n, Ogden..1RTInt.; 4RTLoc.

Sacramento Division

Bear, L. H., trav. frt. agt., Sacramento....1Int.
Bedient, F. E., steno. clk., Sacramento.1RTLoc.
Boitano, J. J., pass. condr., Sacramento.1RTLoc.
Forney, E. L., rt. clk., Sacramento.....4RTInt.
Jackson, R. T., loco. engr., Sacramento.....1Int.
Levesque, A. J., whse. clk., Lincoln..100RTLoc.
Mannel, C. W., telegrapher, Lincoln..29RTLoc.
Miskel, J., asst. stnmstr., Sacramento..6RTLoc.
Morgan, A. H., mchnst., Sacramento...2RTInt.
McAdow, E. C., telegrapher, Lincoln..70RTLoc.
Neelly, L. F., conductor, Roseville.....1RTInt.
Pease, W. C., clerk, Sacramento.....52RTLoc.
Reed, W., asst. chf. clk., Sacramento..15RTLoc.
Reeves, C. C., chf. clk., Sacramento..50RTLoc.
Rhubesky, G., telegrapher, Sacramento.2RTInt.
Rodda, G. L., jr. clk., Sacramento.....6RTInt.
Salter, N. M., dist. surgeon, Willows..1RTInt.
Schab, G. C., clerk, Orland.....10Loc.
Schab, L. P., sec. frmn, Yuba City.....
.....6RTInt.; 3RTInt.
Spear, C. E., dist. frt. agt., Sacto..16RTLoc.
Stillman, E. M., brkmn, Roseville.....1RTInt.
Strader, Evalyn, stno. clk., Sacramento.1RTInt.
Wanpler, Leo., telegrapher, Marysville...3Loc.
Williams, J. R., asst. stnmstr., Sacramento..2Int.

Los Angeles Division

Baldwin, Mr., auto dlr. frmn, L. A.....2Int.
Berkhoel, Mr., cashier, San Pedro.....1Int.
Bigue, Edward J., carp. B&B gang 3, L. A..1Int.
Chandler, Mr., bgg. checker, Los Angeles..2Loc.
Cole, H. L., bill clerk, San Pedro.....1Int.
Crave, J. A., c/o spec. agt., L. A.....1RTLoc.
Edwards, N. E., whsmn., Los Angeles.....2Int.
Eisenhard, T. H., dispatch., Los Angeles..1Int.
Ely, K. D., secy to G.P.A., Los Angeles..1Int.
Flynn, R., towerman, Clement Jct.....1Int.
Frink, Agnes, steno., Los Angeles....28RTLoc.
Gouch, Clark J., engineer, Los Angeles..1RTInt.
Houseman, Glen, eng. frmn., L. A.....1RTInt.
Howard, S. L., engmn., Los Angeles.....1Int.
Kirkland, J., commissary dept., L. A.....10Int.
Kuppinger, Geo. J., invstgr., Sta. Bar...2RTInt.
Lomax, Geo. C., asst. engr., Los Angeles..1Loc.
Morrison, Geo. L., asst. engr., L. A.....1RTInt.
Olds, Clark, carf. clk., L. A.....1Int.; 1RTInt.
Pierce, Mr., condr., Los Angeles.....2RTInt.
Robertson, Chas., crng. watchmn., Pom.....1Int.
Sadowski, Mr., telegr., Chatsworth.....1Int.
Salazar, J. P., clk. whsmn., Riverside.....
.....1Int.; 1Loc.
Smith, Rufus D., bggmn., Santa Barbara..3Int.

Rio Grande Division

Hildebrandt, R. D., mch. opr., El Paso....1Int.
Huff, C. O., chf. rt. clk., El Paso.....1RTLoc.
Olsen, W. D., engineer, El Paso.....1Int.
Jenning, J. H., pass. condr., El Paso.....4Loc.
James, M. R., cashier, Santa Rosa.....1Loc.
Snyder, O. L., conductor, El Paso.....3Int.
Stromberg, Chris, brakeman, El Paso.....1Int.
Riddle, J. M., pens. engr., Alamogordo....1Int.

Portland Division

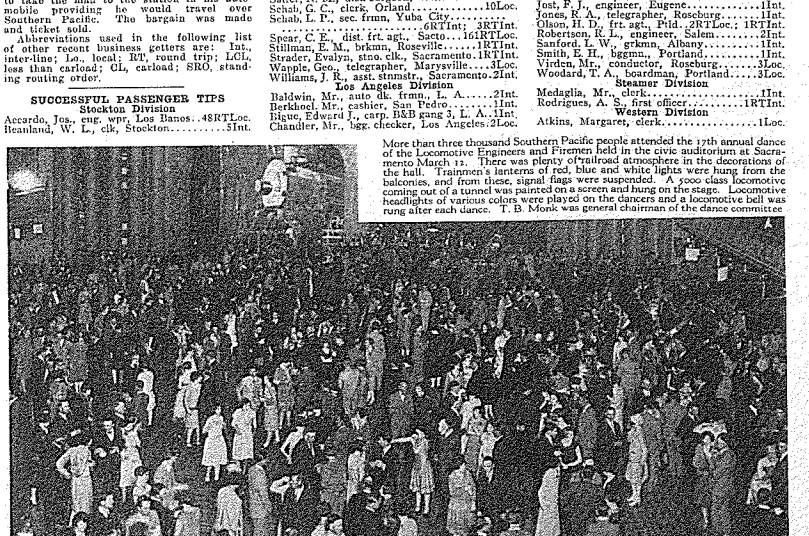
Aiken, Carl F., pass. brkmn., Portland...1Loc.
Burton, O. E., car clk., Corvallis.....1Loc.
Bergin, Miss M. E., cashier, Reedsport..1-000%
Cantrell, F. W., asst. chf. dsptchr., Portland.
.....109RTLoc.
Coleman, H. E., chf. clk., Roseburg.....3Int.
Drake, C. F., pens., Portland.....1RTLoc.
Frederickson, A. F., telegrapher, Corvallis..
.....1Loc.; 17RTLoc.; 9Int.; 33RTInt.
Hagg, F. O., clk. whsman, Roseburg.....
.....2Loc.; 1Int.; 1RTLoc.
Hardesty, M. F., telegrapher, Corvallis.....
.....2Int.; 2RTInt.; 1RTLoc.
Hartsook, L. P., clerk, Portland.....2RTInt.
Ireland, W. H. G., clerk, Oswego.....1Int.
Jost, F. J., engineer, Eugene.....1Int.
Jones, K. A., telegrapher, Roseburg.....1Int.
Olson, H. D., frt. agt., Phld..2RTLoc.; 1RTInt.
Robertson, R. L., engineer, Salem.....2Int.
Sanford, L. W., grkmn., Albany.....1Int.
Smith, E. H., biggmn., Portland.....1Int.
Virden, Mr., conductor, Roseburg.....3Loc.
Woodard, T. A., boardman, Portland.....3Loc.

Steamer Division

Medaglia, Mr., clerk.....1Int.
Rodrigues, A. S., first officer.....1RTInt.

Western Division

Atkins, Margaret, clerk.....1Loc.



More than three thousand Southern Pacific people attended the 17th annual dance of the Locomotive Engineers and Firemen held in the civic auditorium at Sacramento March 12. There was plenty of railroad atmosphere in the decorations of the hall. Trainmen's lanterns of red, blue and white lights were hung from the balconies, and from these, signal flags were suspended. A 5000 class locomotive coming out of a tunnel was painted on a screen and hung on the stage. Locomotive headlights of various colors were played on the dancers and a locomotive bell was rung after each dance. T. B. Monk was general chairman of the dance committee

Official Score Board

Divisions	Score for February 1926	Score for February 1927	Standing
Sacramento	4,165	10,535	252%
Coast	880	1,780	202%
Steamer	20	30	150%
Salt Lake	420	625	148%
Shasta	5,320	7,015	132%
Western	3,940	4,555	115%
General Office	705	630	89%
Tucson	200	125	62%
Los Angeles	60,070	23,830	39%
Portland	24,585	6,485	26%
East Bay Electric	40	10	25%
New Mexico	465	115	24%
Stockton	57,930	6,445	11%
San Joaquin	5,165	350	10%

Brown, J., telegrapher.....2Int.
Cummings, Frank, train electrician..104RTLoc.
Delachi, Louise, stenographer.....1Int.
Fagan, L. F., traveling freight acct.....1RTInt.
Forrest, Winnifred, stenographer.....1RTLoc.
Jacobus, Chas., chief clerk.....3RTInt.
Kratel, Nich.....1Int.
Mayrish, M., asst. chf. clk.....1Int.; 1RTInt.
Miller, Chas., frt. agt.....1RTInt.; 2RTLoc.
Mulvihill, J. L., sta. bag. mstr.....3RTInt.
Newkirk, A., check clerk.....1RTInt.
Wyatt, L., comptometer operator.....1RTLoc.
Yadnich, Marin, roundhouse.....1Int.

General Office

Barton, J. C., clk., equip. ser. accts...2RTLoc.
Bridges, L. A., head clerk, G.P.O...3RTLoc.
Christie, G. H., chief clerk, A. of P.A....1Int.
Cook, A., chf. tran. Gd-G.P.O.....1Int.
Donoghue, M. J., asst. ed., B. of N....1RTInt.
Edling, J. M., clerk, G.F.O.....1Int.
Frohliger, J. C., clerk, M. P. Dept.....2Int.
Johnston, F. B. W., hd. clk., Rec. Bur.1RTInt.
Kane, J. A., pensioned loco. engr.....4RTInt.
Lutticken, H. F., clk. Legal Dept.....1Int.
Lynch, Mr., clerk, com. dept.....1Int.
Maddox, W. G., clerk, G.P.O.....1RTLoc.
Mann, A. D., rate clerk, G.F.O.....1RTLoc.
McCarthy, A. J., clk, Equip. Ser. Accts..1RTInt.
McKinnon, T. J., clk., Off. Vice-Pres..1RTLoc.
Moulthrop, W. H., off. mgr. cli. engr..1RTLoc.
Newhouse, J., asst. ch. tran. gd. G.P.O...2RTInt.
Nelson, F. C., per. clerk, A.F.T.M....2RTInt.
Nordeen, O. A., clerk, Gen. Auditor..1RTLoc.
Piercy, R. P., clerk, frt. claim.....2RTInt.
Peterson, C. E., rate clerk, G.F.O.....
.....1RTInt.; 1RTLoc.
Peck, M. A., asst. col. agent.....1RTInt.
Rodney, C. H., clerk, G.F.O...1RTInt.; 1Int.
Simmons, C. R., writer, G.F.O.....1RTInt.
Warren, J. E., ch. rate clerk, G.F.O...1RTInt.
Webster, E., asst. ch. clk, tel. dept.....
.....1RTInt.; 1Int.

Coast Division

Anderson, S. J., clk & whsmn, Gonzales..1Int.
Burdick, Fred J., bill clk, Watsonville.1RTInt.
Coleman, I. M., clk frt off, San Jose.....
.....1RTLoc.; 1RTInt.
Dunahugh, L. L., telgr., S. F.....2RTInt.
Fry, Mr., brakeman.....1RTLoc.
King, John F., clk, Admstr's Off.....1RTLoc.
Machado, Geo., clk, Frt Office.....2Int.
Parsons, H. P., train electrician.....2RTLoc.
Peterson, Mr., clerk, Freight Office..1RTInt.

Shasta Division

Macdanicls, W. E., operator, Red Bluff..2Int.
Maxwell, Wm. G., sec. frmn, Gazelle.....3Int.
Mize, John, clerk, Redding.....2Int.
Peterson, O. F., operator, Mt. Shasta.....5Int.
Wright, Jas. J., clerk, Dunsmuir.....2RTInt.

East Bay Electric

Grealey, M. S., elect. div., Oakland.....1Int.

SUCCESSFUL FREIGHT TIPS

Los Angeles Division

Adams, F. B., clerk, Los Angeles.....26CL
Anderson, A. V., chf clk, San Pedro..10SRO
Baldwin, Jas., foreman, Los Angeles.....8CL
Bailey, J., clerk, Los Angeles.....59CL
Beaton, John, operator, Shorb.....1CL
Beaumont, R. O., opr, Covina...3SRO; 4LCL
Brooks, J. W., chief clerk, Long Beach..45SRO
Courtney, C. W., clerk, Anaheim..5CL; 1SRO
Cross, B. J., Chf. Sup. Bur., L. A.....8CL
Crouse, G., clerk, Pasadena.....
.....12CL; 1LCL; 2SRO
Cummings, Jas. N., clerk, Los Angeles..12CL
Delahy, chief clerk, Los Angeles.....1CL
Earhart, E. P., clerk, Fillmore.....6SRO
Evans, L. E., clerk, Los Angeles.....38CL
Goetz, Herman, clerk, Pasadena.....
.....2CL; 3LCL; 3SRO
Gregor, F. J., cashier, Glendale.....1SRO
Haskell, Geo., clerk, Pasadena.....1CL; 1SRO
Hayes, C. G., clerk, Los Angeles.....36CL
Keegan, A., clerk, Los Angeles.....1CL
Law, Preston, clerk, Calexico.....15SRO
Melcher, J. J., cashier, Burbank.....2CL
Moody, C. G., clerk, Los Angeles.....12CL
Morrison, H. E., clerk, Los Angeles.....10CL
Muse, E. R., clerk, Long Beach.....1SRO
Neary, J. V., clerk, El Centro..9LCL; 10SRO
Noll, Paul, clerk, Glendale.....1SRO
O'Connor, J. P., foreman, Los Angeles..33CL
Parkinson, J., foreman, Los Angeles.....22CL
Pietke, L. J., clerk, Santa Ana.....7CL
Salazar, J. P., clerk, Riverside.....1LCL
Sturtevant, R., clerk, Pasadena.....
.....1CL; 2SRO; 1LCL
Taylor, C. C., clerk, Los Angeles.....15CL
Terry, H. F., clerk, Glendale.....1CL

Stockton Division

Brooks, E. M., clerk, Stockton.....3CL
Chiles, R. A., clerk, Madera.....1CL
Gallego, A. G., chf clk, Merced..9CL; 33SRO
Lein, H., clerk, Stockton.....8CL
McLean, J. D., clerk, Lodi.....85LCL
McNamara, L. B., cashier, Merced.....2CL
Peterson, D., cashier, Turlock.....1CL
Tindall, P. L., clerk, Stockton.....7CL

San Joaquin Division

Garland, J. A., ticket clerk, Bakersfield...1CL
Kirsch, Frank H., baggage clerk, Fresno..1CL
Russell, E. J., clerk, Selma.....1CL

Sacramento Division

Barnes, G. H., trn dsp., Sacramento.....2CL
Barrett, M. J., clerk, Sacramento.....1CL
Bedient, F. E., steno. clk., Sacramento...6CL
Cole, E. C., cashier, Chico.....3CL
Davis, Davis, messenger, Sacramento....23CL
Forney, E. L., rate clerk, Sacramento.....1CL
Galke, P., clerk, Willows.....10CL
Matzga, W., clerk, Williams.....12CL
Mosley, C. J., store foreman, Sacramento..1CL
Robings, A., clerk, Willows.....4CL
Rupert, G. F., stn mstr, Sacramento.....3CL
Schab, G. C., clerk, Orland.....30CL

Portland Division

Allen, F. K., telegrapher, Reedsport...8SRO
Allen, W. L., chief clerk, Portland....1LCL
Bunnage, C., clerk, Portland.....3SRO
Carper, A. A., chief clerk, Salem.....1SRO
Clearwater, Robt., yard clerk, Albany...1SRO
Cocker, A. T., cashier, Mill City.....14CL
Copeland, J. A., yard master, Brooklyn..1LCL
Crafton, L. J., yard clerk, Roseburg....1SRO
Ellinsburg, G. W., whse frmn, Corvallis..4SRO
Fegley, R. H., chief clerk, Corvallis.....2CL
Green, E. D., dispatcher, Brooklyn.....1LCL
Hawtin, H. G., clerk, Albany.....8CL
Langdon, C., cashier, Reedsport.....1CL
McCabe, C. R., yard clerk, Albany.....13CL
Proudfit, B. C., telegrapher, Portland....1CL
Reese, R. L., whseman, Reedsport.....9SRO

Western Division

Casey, J. D., cashier, Crockett.....3CL
Elliott, H., whse clerk, Dixon.....5CL
Grimmelman, Fred, ticket clerk, Oakland..1CL
Jacobus, C. E., chf clk, Oakland..7CL; 1LCL
O'Neal, N. D., clerk, Martinez.....2LCL
Saunders, Miss O. Y., nursery, Oakland..38CL
Shay, Richard, clerk, Hayward.....20LCL
Sullivan, D. P., whsmn, Benicia..44CL; 9LCL

Shasta Division

Bentrim, R. J., tkt clk, Redding...3CL; 8LCL
Brennan, J. D., asst supt, Dunsmuir....58CL
Christison, Colin, whse frmn, Redding..5SRO
Cooper, A. B., clerk, Mt. Shasta.....18CL
Davis, John E., clerk, Dunsmuir.....3CL
Peterson, O. F. operator, Mt. Shasta....18CL
Rupp, E. H., clerk, Mt. Shasta.....20CL
Smyth, M. O., clerk, Dorris.....1SRO
Willingham, Mrs., clerk, Redding.....6CL

Coast Division

Boyd, Charles, car insp., San Jose.....27CL
Glidden, R. F., yardman, San Francisco..1SRO
Greenan, J. L., frt clerk, Palo Alto.....1CL

Salt Lake Division

James, J. H., timkeeper, Ogden.....1CL

Tucson Division

Moore, M., chief clerk, Yuma....1CL; 1SRO

JUDGMENT OF SECTION FOREMAN MAY HAVE AVERTED ACCIDENT

What might have resulted in a serious train accident to train No. 54, one-half mile west of Matheson, February 3, was averted by the prompt action of Mike Petroff, section foreman, Motion. A thorough knowledge of his territory led Petroff to believe that a slide was impending, so, using the best judgment possible, he sent a flagman in one direction to stop traffic while Petroff went the other to notify the crew of No. 54 not to pass this point. After he had stopped the train and while on his way to the telegraph office, the slide came down, burying the tracks with 500 yards of dirt.

USE THIS CARD FOR YOUR TRAFFIC TIP

R. R. B.

Superintendent
or
District Freight and Passenger Agent,

SOUTHERN PACIFIC CO.,

(ADDRESS)

PREFERRED ATTENTION.

Leaders In Fuel Saving

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel conservation during January, 1927:

WESTERN DIVISION

Engineers	Firemen
H. L. Hand	C. W. Ransdell
R. M. DeLamater	W. R. Brown
C. P. Reed	H. A. Shaw
W. W. White	E. V. Reid
H. M. Hoos	W. A. Vetter
H. N. Weymouth	I. Iverson
G. E. Megraw	M. J. Maxey
F. J. Mezgar	S. O. Sanden
J. R. Falvey	L. B. Matson
H. C. Hahn	F. R. Meyer

SACRAMENTO DIVISION

W. S. Judy	A. P. Miller
G. D. Snyder	C. S. Hand
W. E. Clark	G. F. Rowe
G. H. Danforth	W. T. Wood
A. DeCosta	J. H. Brusso
W. W. Tassie	J. C. Davis
T. A. Wright	C. D. Rite
A. E. Brown	M. R. Gleeson
J. O. Hand	C. A. Dungan
F. E. Overmyer	P. E. Sweeney

SALT LAKE DIVISION

O. O. Johns	H. E. Wagner
A. E. Whitehead	G. D. Smith
A. C. Hewitt	L. A. Benson
A. Saxton	J. C. Preston
E. F. Hecox	E. R. Minoin
J. R. Cunningham	T. Scott
A. Trewick	W. F. Whiteley
H. J. Grubnau	J. L. Reilly
D. E. McDermott	H. Carty
H. S. Allen	C. D. Hewitt
J. Austad	R. C. Hayden
H. A. Steed	G. Q. Rich
L. Long	G. A. Rainey
R. L. Rothwell	H. Speak
R. A. Walker	F. B. Swartz
E. E. Daum	J. C. Rush
E. O. Halsted	J. D. Maher
G. A. Lashus	
F. Fagan	
B. Thoni	

SHASTA DIVISION

F. W. Halsey	L. L. Stark
C. D. Gebhardt	D. L. Stevens
H. J. Hunsaker	J. R. Collier
W. L. Roberts	G. W. Conrad
T. R. Skillington	R. L. Wood
G. M. Duggan	C. J. Summers
G. J. Marsh	J. E. Peterson
C. E. Shippey	J. J. Robinson
F. G. Dean	G. W. Cornell
J. J. Kelly	A. M. Harrell

PORTLAND DIVISION

G. T. Bolter	R. R. Wood
H. F. Ogden	W. B. Rufner
H. W. Mooney	J. W. Leonard
C. Ellerbeck	H. A. Morse
F. L. Johnson	H. P. Johnson
A. D. Jones	C. A. Machen
B. W. Riggs	F. Hagelin

January was a Record Month in Safety

SEVERAL records were made in safety during January. The least number of casualties to employes were reported to the Interstate Commerce Commission for any month as far back as records are obtainable. Three divisions and one General Shop went through the month with but one reportable casualty. The largest safety meeting since the Department of Safety was established was held on the Coast Division, attended by 192 officers and employes. In the race for the 1927 safety banners the Salt Lake division led the Divisions and the El Paso General Shops led the General Shops.

Below are full details of the standing of the various Divisions and Shops at the end of the first month:

DIVISIONS

Name	Number of Casualties	Man-Hours	Casualties per Mil'n Man-Hours	Rank
Salt Lake	1	825,214	1.21	1
Stockton	1	374,854	2.66	2
San Joaquin	3	565,621	5.03	3
East Bay Electric	1	194,286	5.14	4
Rio Grande	4	610,207	6.55	5
Coast	8	1,171,392	6.83	6
Portland	9	991,201	9.08	7
Western	11	954,811	11.52	8
Shasta	7	577,891	12.12	9
Los Angeles	18	1,188,570	15.14	10
New Mexico	5	317,242	15.76	11
Sacramento	12	749,931	16.00	12
Steamers	6	301,179	19.92	13
Tucson	15	680,893	22.03	14

GENERAL SHOPS

El Paso	1	137,247	7.29	1
Los Angeles	2	270,709	7.39	2
Sacramento	8	550,362	14.53	3

SAN JOAQUIN DIVISION

Engineers	Firemen
G. Edlund	C. S. Rice
C. L. Towers	A. C. Spencer
J. H. Dumphrey	W. H. McGregor

STOCKTON DIVISION

P. C. Butler	M. M. Randsll
S. E. Hickson	A. Lagomarsino
W. E. Dalton	A. C. Kolb
F. R. Connelly	W. E. Martin
C. E. Grass	R. W. Brackett
E. T. Frick	C. L. McHenry
E. R. Saulpaugh	W. H. Du Frane
P. Runyon	J. V. Sibole
H. E. Schroeder	E. Trautman
E. C. Cushing	A. L. Pittman

COAST DIVISION

L. F. Christian	R. Leeper
T. J. Casey	H. L. Taff
G. B. French	F. J. McCabe
R. B. Hollings	J. V. Bello
R. Johnson	C. G. Barber
T. M. Cantwell	A. J. Dempsey
L. A. Everly	F. A. Sholes
W. Jones	F. J. Castlebun
F. B. Bishop	C. H. Malone
W. Hoogendyk	J. J. Falk

SAN JOAQUIN DIVISION

W. S. Dodenhoff	A. V. Rainey
T. O. F. Smith	A. E. Lehman
J. D. Cox	D. W. Pillsbury
A. Nolan	W. Brannock

LOS ANGELES DIVISION

Engineers	Firemen
W. E. Stoermer	B. Hamilton
C. W. Enz	C. N. Meadows
C. W. Treadway	R. H. Humphreys
A. J. Hewitt	J. Braunger
F. S. Early	S. H. Peery
J. J. Hoye	H. A. Fahler
A. R. Thomas	C. Swartout
C. L. Ketchum	C. R. Thompson
J. Horgan	C. A. Naylor
C. B. Diamond	L. K. Calhoun

TUCSON DIVISION

J. E. O'Brien	J. M. Hobbs
J. McNamee	R. Webster
F. D. Shapard	A. C. Spain
J. B. Gandy	B. E. Dowling
W. H. Lindsay	J. H. Tyler
W. B. Smith	H. L. Young
E. J. Devine	C. R. Buffington
F. Earll	F. E. Nield
W. Armstrong	J. Oatis
J. F. Welgel	R. L. Hill

RIO GRANDE DIVISION

C. A. Tilson	J. E. Smith
F. J. Chapman	F. R. Benton
J. A. Mullins	W. W. Boulware
P. E. Sickler	S. Beckett
T. Simpson	R. Thomas
W. F. Gilson	G. N. Ashley
J. T. Richmond	E. E. Ellis
C. H. Lee	W. P. Taylor
E. L. Young	W. Yelverton
R. B. Armstrong	F. Anderson

NEW MEXICO DIVISION

W. W. Wonner	J. E. Bunting
J. E. Tompkins	K. M. Linker
J. V. Gill	G. L. Strauss
L. B. Crawford	L. J. Kelly
J. H. Sharpe	T. F. Parker
G. M. Lockett	L. W. Rowland
N. S. Bell	J. D. Lamb
J. Linahan	J. Ross
S. A. Barnes	C. V. Long
B. F. Winters	F. A. Driscoll

JAMES WEADICK, VETERAN SHOPMAN, DIES AT SACRAMENTO

James Weadick, veteran of Sacramento Division, who retired in February, 1919, as a machinist at Sacramento Shops after 49 years 10 months' service, died at his home in that city February 25. He started work at Rocklin in 1869 and for some time fired for Engineer Charlie Trott on the Truckee Helper. At one time he was roundhouse foreman at Rocklin, transferring some time later to the shops at Sacramento.

He is survived by four daughters, Agnes M. and Catherine F. Weadick of Sacramento, and Mrs. F. J. Burke and Mrs. J. E. Connor of Los Angeles. Many veteran railroad men attended the funeral held in Sacramento.

PROSPECTIVE BUSINESS TIP

"EVERY EMPLOYE A BUSINESS GETTER"

.....Station.....192....

Mr.....(Street Address).....

City.....State.....Phone No.....

{ is planning a trip to.....leaving on or
{ about.....There will be.....person(s) in the party.

{ will have a shipment of freight going to.....
{ about.....There will be approximately.....tons to ship.
(Date)

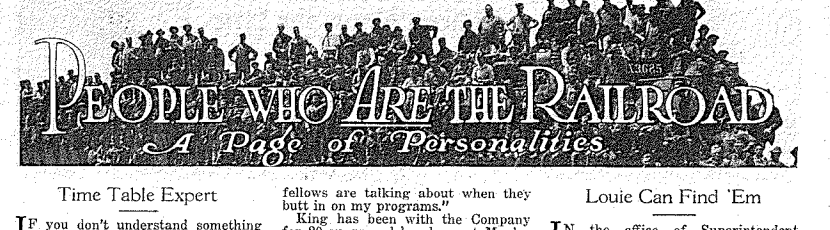
SUGGESTIONS: .....

.....

.....

Signature.....

Employment.....



Time Table Expert

IF you don't understand something in the time tables, just ask Walter Maddox, for he knows all there is to be known about them. Since 1900 Walter has been compiler of time table folders in the advertising bureau of the General Passenger Department. He is more familiar with changes in passenger train schedules over the Pacific Lines than probably any other employe.

Walter Maddox

Compiling the time table folders is a big task. No folder is ever a re-print, for changes are constantly being made to meet operating conditions or convenience to communities along the line. At one time there was a general revision each month, but at present the entire general folder is revised on an average of four times a year, when he is given six assistants. There is a present average yearly distribution of 6,000,000 time table folders.

Walter started work as a messenger in the advertising bureau in 1889 and did general clerical work from 1892 to 1900, when he took his present position.

Another Radioite

THERE are few radio broadcasting stations within the range of the ordinary six-tube set that Jesse M. King, agent at Maples on the Coast Division, has not logged. He has picked up more than 350 stations, including everything on the East Coast. Japan and Australia are his most distant pick-ups.

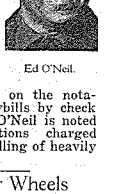
Jesse M. King

King lives above the station at Maples and has aerials running in all directions from the roof—short ones, long ones, and a variety he uses for different stations. If it wasn't for so much interference from the Company's telegraph lines and the chattering of the ships, he thinks perhaps he could log several dozen more stations. "I don't understand the continental code," says King, "and it gets my goat not being able to make out what those wireless fellows are talking about when they butt in on my programs."

King has been with the Company for 20 years and has been at Maples for 11 years. He started as assistant agent at Los Gatos and was later located at King City, Monterey, and other stations on the Coast Division. Under his charge, Maples station has been rated a premium station for ten years.

No Checking Errors

ED O'NEIL, check clerk at Sacramento Freight Station, has been doing his bit toward making Southern Pacific's freight service prompt and efficient. During 1926 not a single error in checking was charged to his record. This careful work is of great aid in speeding up freight service.


Ed O'Neil

O'Neil entered the service as a freight handler in 1903. In the adjustment of claims for damage, shortage or pilferage, the Claims Department is dependent on the notations made on the waybills by check clerks in transit, and O'Neil is noted for the few exceptions charged against him in the handling of heavily loaded cars.

Knows His Car Wheels

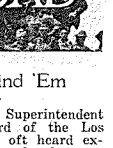
BENJAMIN F. FORD is reputed to have the keenest eye of car inspectors on the San Joaquin Division and his record would be a good one to shoot at on Pacific Lines. During the period January 1 to July 1, 1925, Ford discovered 100 cracked wheels on freight equipment, indicating extraordinary attention and a very keen eye. Not being satisfied with this he duplicated the performance in 1926, and it cannot be complained that he is laying down on the job so far this year.

Benj. Ford

Ford entered the service at Bakersfield in September, 1922. While inquisitiveness in the wheel line may indicate that Ford is from Missouri, nevertheless, he claims Bronson, Kansas, as his home and is still proud of the "three per year" raised there.

Louie Can Find 'Em

IN the office of Superintendent George E. Gaylord of the Los Angeles Division the oft heard expression concerning a handy man named George has been changed, for the most often heard expression there is declared to be "Let Louie do it."


Louis Paddock

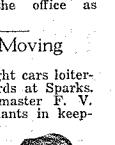
"Louie" in this case is Louis E. Paddock, chief file clerk in the superintendent's office, and Chief Clerk Oberg and others in the office are authority for the statement that when any problem arises, if Paddock cannot "do it" no one else can.

If there was a letter several years old that everyone else had forgotten about, "Louie" would remember it and within a short time, locate it. The fire drill caused much difficulty until "Louie" was placed in charge. And there are many other stories making the rounds of the office as to how "Louie" was on the job prepared to "do his stuff."

Wearing knee pants, Louis E. Paddock first reported for work February 1, 1910, when W. H. Averill was superintendent. And he has been on the job ever since at division headquarters, most of the time in charge of the file room. He is affectionately known throughout the office as "E. L."

Keeps Things Moving

THERE are no freight cars loitering around the yards at Sparks. One of General Yardmaster F. V. Swierski's chief lieutenants in keeping cars on the move through that terminal point is Fred G. Wallender, engine foreman.


Fred G. Wallender

Fred has been in the service off and on since 1895, when he started work as a hostler's helper at Carlin. He is one of the best known yard service employes on the western end of Salt Lake Division and is noted for his faculty for getting things done. He was a fireman at Carlin for some time, later a switchman, and went to Sparks in October, 1904.

Here and There Along the Line

By the BULLETIN CORRESPONDENTS

Tucson Division

By LEROY MAGERS

Superintendent's Office — Tucson

Having been in San Francisco General Office during January and part of February we lost track of doings at home, so missed the February Bulletin, but having succeeded in finally getting out of the rain belt into the land of perpetual sunshine, we are again on the job. Might say for the benefit of Messrs. Bartonek of Salt Lake, McNamee and Barton from Rio Grande and Roberts from Portland never mind Roberts, tho, for he caught cold the only day the sun was out) that it sure was a big relief when we crossed the Colorado River headed East.

"Mac" McNamee, assistant head timekeeper, Rio Grande Division, got in bad with the elevator boys in the General Office Building. Mac is little and of a retiring disposition, but he sure must have done something to those elevator boys for everytime they saw him coming they hurried and shut the door. He had to hide behind someone to get a ride. We even saw him slip in behind big McLaughlin from Sacramento, only to be put out again. Some thought he tried to borrow two-bits from one of them but I believe it was that gasp, like a dying fish, that all us desert rats emitted overytime the elevator dropped from sixth to first in less than nothing.

We knew that we had the champion golfers in our office, but we didn't know they were so nutty about it that they played in trees. Jaye Clarke, head clerk, M. of W. Dept., saw them and we all know Jaye wouldn't say anything unless it was true. Jaye says Buster Rhoades was up in the top of a mesquite and that he was trying to make a birdie. Of course, Jaye doesn't know much about golf as the balls get lost too easy. Anyway Bus "whammed" at the ball, knocked down a bushel of mesquite beans and "followed the drive right thru," only he didn't go as far as the ball and hit harder. Jaye says he can laugh only so much in a given space of time, so had to leave before something busted. We understand that Lesley is getting a patent on a pair of adjustable stilts which can be carried by the caddy when not in use and will be a lot of material aid in playing out of the trees.

Our Ethel Neeley, comptometer operator, has done gone and got married, and her name is now Ethel Perkins. She kinda put one over on the bunch.

H. F. Lamm, Roy Edwards, I. C. C. clerks, and Norman Jacobson, 2nd trainman's timekeeper, decided to take a hike up Bear and Sabino Canyon the other Sunday at Norman's invitation. Harry and Roy had been having words with Norman over some trip reports and Norman saw a good chance to get even. He had been up there several times previously, but his two victims had not. He picked them up with their light traveling equipment, consisting of 1 bundle raiser, 1 collapsible drinking cup, 1 pair field glasses, 1 first aid kit, 1 extra pair socks, 1 compass, 1 umbrella and 1 air rifle. After walking them some seven miles he led them out on a long narrow ledge that you can go so far on and then you stop, and when you go to back, you don't. Norman with his extremely long legs had found the only place on the whole ledge that could be negotiated but the other fellows' short legs were as useless in this emergency as a pair of garters is to a fish, so there they were, Roy hanging on by his eyelashes, yelling for help, and Harry afraid to yell, but white as a sheet. Above straight up, below straight down for 65 feet, then some nice cold mountain water. We don't know what they promised Norman, but he got them down some way, and there has been peace in the family ever since.

There have been some changes in the office recently. Elwood Greist is file clerk, succeeding Don Young who has retired to the Master Mechanic's office. Buster Rhoades is 3rd M. P. & C. timekeeper, being succeeded on the pay check clerk's position by Wede Yeo. Mr. Jolly has left the job to E. E. Brown's hands. Brown is a new member of the gang. We also have a new stenographer, Rose Hinchanat.

While in San Francisco, we had dinner with "Pete" and "Peggy" Calus. They are doing fine, like the big city life, and Pete is improving nicely. "Peggy" is in Mr. Peterson's office and likes her new position. She wishes her Tucson Division gangsters the best of good wishes.

Do you remember the time that Roy Shoop, yardman, was motoring carefree and happy one summer evening from Vail to Tucson, and overtaking three weary pedestrains, invited them to step within his shining car of tin, which they did and they then went a step farther and invited him to step out, which he did, and thus the setting sun beheld two pedestrains who were no longer pedestrians riding carefree and happy toward Tucson, while a sore and by pedestrian was executing a weird sort of dance in the middle of the Vail road? If you don't remember, ask Roy, he does.

S. F. Girls Win Two Titles In Basketball

THIS has been a "Southern Pacific Year" as far as girls' basketball at San Francisco is concerned. Both teams, the "Varsity" and the "Bees," won the championship in their divisions of the San Francisco Industrial Athletic Association league, playing against the fastest teams in the city.

The "Varsity" played through the entire season without suffering a defeat, meeting and vanquishing twice the American Trust Co. (49-9, 48-15), Associated Oil (39-6, 72-10), Metropolitan Life Insurance (40-20, 22-18), and Pacific Tel. & Tel. (37-7, 18-10) teams. They also won a number of practice games, among their victims being the Y. W. C. A., which team was beaten in a fast and exciting game by the close score of 26-25.

The "Bees" lost one game and tied another, but in each of these opponents had lost two games, the S. P. "Baby Team" won the championship of the "B" division. Following are the scores of games played: Bank of Italy, 27-16, 26-13; Federal Reserve Bank, 22-18, 18-18; Firemans Fund Insurance, 18-12, 13-8; Western States Life, 29-25, 27-19.

The efforts of both teams have been well rewarded, the Association giving a cup to each team and rings to each of the members of the "A" team. Southern Pacific rooters supporters of the teams presented each member of the "A" team with a silver cup and the "B" players with gold basketballs.

Both teams were presented with loving cups by the Association, and rings were given to each member of the "Varsity," or A team. Southern Pacific supporters of the teams presented each member of the A team with a silver cup and the B players with gold basketballs.

Los Angeles Shops

By BERT REAM

Roundhouse — Los Angeles

Mrs. Fern Myers, wife of Engineer C. H. (Bert) Myers, passed away in this city on March 8. Besides her husband she is survived by three children. Our deepest sympathy goes to the bereaved family.

Fireman F. M. Darcy was married to Miss Frances O'Gara February 28. After a few fireworks in town here they departed for San Francisco where they spent their honeymoon. Best wishes to you Pat, old boy.

Omar Valentine has at last landed in the "old man's class," by being shifted to cab board. Val says he will wait for his pension and buy another Dodge.

We understand that Alex Cannon, foreman of the famous S. P. repair gang, has adopted a new method of putting a curl on the end of all derrick booms. However it would be advisable to obtain one of his hand sketches to see just how it is done.

"Bill" Carney is now a real died in the wool switchman. Phil Le Sage, shop engineer, and Bill were at one time bosom friends. But recently Phil stopped suddenly with a load of sewer mud while Bill was riding the footboards.

Burns which he received when a combination coal oil and gasoline heater exploded in the St. Anthony Hotel at Calexico on the night of February 13 caused the death of Engineer Charles E. Phelps at the White Memorial Hospital in this city the following morning. The fatal accident occurred while Mr. Phelps and Conductor C. O. Landies were endeavoring to place the stove out of doors, fearing that it would explode because it had gone out a few minutes before while they were listening to a radio program. Just as they reached the door an explosion of some kind took place, the blazing oil shot upwards into Phelps' face and covered his clothing with the burning fluid. In a moment he was enveloped in flames. Crazed with pain, Phelps dashed out into the street where he was caught by two passersby, who threw an overcoat around him and smothered the flames. He was given first aid treatment and rushed to Indio on a special train and brought to Los Angeles on the Californian. He was then rushed to the hospital but only lived an hour. The funeral was held on the morning of February 17, the services being conducted by Div. S, B, L, of E. Mr. Phelps was 39 years of age, and is survived by his widow and two daughters, Dorothy Mary and Viola May Phelps. In his passing the Company loses another of her very promising young men. He was very popular with the men on the road.

Engineer Frank J. Flanagan is the proud father of a big robust boy born February 4. Yes sir. We all were comforted with La Confesions. That makes, A. W. Flanagan, supt. of telegraph, and Engineers Ben and Will Flanagan, uncles again.

Engineer C. B. Diamond is the proud possessor of a new Studebaker Sedan, recently purchased from the Paul G. Hoffman Co.

Engineer Frank H. Whyers of the San Joaquin Division, running out of Los Angeles to San Luis Obispo, was placed on the pension roll effective March 1. Mr. Whyers has been an engineer since October 1, 1890. Continued ill health necessitated his retirement.

Three of our firemen have been unfortunate recently and fell off the tank of their engines. Fireman W. W. Watt broke his leg during the first part of January, Fireman W. R. Wells broke his arm on February 12 and Fireman J. LaRose broke his foot on February 23. Reports indicate that they are all progressing nicely and will probably be able to return to work sometime during the month of April. The boys don't stop failing; guess we will have to build fences around the top of the tanks.

"Stub" Huntley recently lost his 3-foot rule. "Stub" claims he has had the rule since he was 21, and we all know that is more than 40 years ago. But to guard against more roundhouse "Swedes" going thru his jewelry, Stub keeps his shop and elevator locked and only his "third rail" pal, Pete Lasich, has a key. Pete and Stub have made many a round in the days of B. P.

Henry Hounge recently invented a new engine throttle rigging and the boys have nicknamed him Tom Edison, 2nd. Henry hopes to realize on his invention so he can keep his rent paid up.

"Duke" Quinby (R. J.) was handed a nice ticket by an obliging "copper" and "Duke" sure had a hard time obtaining a room with hot and cold water.

Mrs. Fern Myers, wife of Engineer C. H. "Bert" Myers, passed away at their home in this city on the evening of March 8. Mrs. Myers had been confined to bed for several months but fought valiantly to the end. Besides her husband she is survived by three children. Our deepest sympathy goes out to Bert in his great loss.

Engineers T. G. McKee and Fireman F. M. Redfern, accompanied by their better halves, attended the recent Auto Show and came back with new "buggies." McKee blossomed forth with a new edition of Chevrolet Coupe and Redfern is burning up the boulevards in a new Buick Sedan.

As soon as Engineers F. D. Humiston and H. T. Woodruff heard of the big gold strike up in Nevada they asked to lay off. About ten days later we got a hot tip they were looking over a mine in that vicinity.

Fireman F. M. Darcy and Miss Francis O'Gara of this city were married February 28. Soon after the wedding they departed for San Francisco, where their honeymoon was spent.

This department boasts of having two of the best air pilots in the railroad ranks. Engineers Jack Patterson and Ralph Moore are ace birdmen and when they leave their own plane and on lay-over days delight in playing over our house tops, doing fancy dips, tail spins and all of those many flip flops. They will be glad to have company any time you are at leisure. It's a fine chance to get a ride in the air, but! NOT ME.

After being in our midst for a short time and just getting acquainted, Asst. Road Foreman of Engines W. R. Sharp leaves us for his recent promotion to the same duties on the Coast Division with headquarters in San Francisco. We were very sorry to lose Mr. Sharp, but wish him continued success in his new assignment. Engineer C. A. Miller of the Coast Division was appointed to fill Mr. Sharp's vacancy on this division, and to him we extend a hearty welcome and hope he likes us enough to stay a while.

We have received first class dope that W. B. Tudor, chief clerk to superintendent of motive power and A. G. Anderson, secretary, have filed their applications to enter the next bicycle race in New York. They both peddle a mean wheel and can be seen in town the most every day, especially on the home stretch, trying to get back to the office before 1 M.

R. W. Fryer, our head timekeeper, got industrious the other day and decided to work for a chance. "Dick" decided several days off and erected an addition to his new home.

All the members of bald-headed row are wondering what "Baldy" Tindall, voucher clerk, is going to obtain his next crop of hair. We will treat the receipt very confidentially.

Wonder what Vera Watkins, our telephone operator, and Ed Fitzgerald, clerk, talk about all day long!

DISPATCHER GIVES BLOOD TO SAVE WIFE OF CONDUCTOR

B. F. Brumfield, train dispatcher of the New Mexico Division, located at El Paso, volunteered for a blood transfusion on February 12 which saved the life of Mrs. C. D. Mast, wife of conductor on the Rio Grande division, also located at El Paso.

"With spirit of this kind among its men it is no wonder the Southern Pacific is such a great transportation machine," stated the Tucumcari "News" regarding the incident.

Los Angeles Division

By MISS D. OUIDA WOLFE

Superintendent's Office — Los Angeles

Florence Hodge

Miss Florence Hodge of our telephone office has grown tired of listening to our many calls and wants each day and has resigned after 15 years' service in the Los Angeles office. Her coworkers gave her a surprise party on the night of March 9 and presented her with an electric coffee percolator as a token of their esteem and regret at her leaving. We will all miss Miss Hodge's voice, but hope she will be happy on her well earned vacation.

N. D. Pritchett, telegrapher in our Santa Ana station, has recently been appointed local chairman of the Order of Railway Telegraphers, vice J. G. Castleberry of Beaumont, who has held the position for the past several years.

James Shakespeare, formerly division examiner on this division, but now located at Portland, Oregon, was a visitor recently. He was called here by the illness of his daughter and the longing for a little California sunshine.

A. C. Roper, trainman's timekeeper, is taking a 90-day leave of absence account of ill health, due to an automobile accident.

Keith Sternenberg, our red-headed sheik of the file-room, almost caused a stampede in the office by appearing on the scene all decked out in his Hollywood Bloomers, loud socks and striped sweater. Harold Teen has nothing on Keith when it comes to creating a riot among the fair Sheiks.

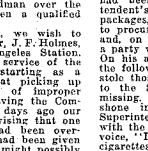
Paul Noll, ticket clerk at Glendale, has accepted a position with the Passenger Traffic Department.

W. H. Jones, division examiner and asst. trainmaster, has many good laughs over answers given by applicants seeking employment, but recently received the prize. A young man claiming to be an experienced railroad man, seeking employment, was then questioned as to the difference between a yardman and a brakeman, gave the following reply: "To make a brakeman, you take a brakebeam and hit a yardman over the head with it, and he is then a qualified brakeman."

For memory and alertness, we wish to recommend to the roll of honor, J. F. Holmes, train auditor in the Los Angeles Station. Mr. Holmes has been in the service of the Company for many years, starting as a trainman, and is an adept at picking up transportation in the hands of improper parties and in other ways saving the Company many dollars. A few days ago our San Francisco office called advising that one of their Mexican laborers had been overpaid quite a sum and, as he had been given a pass to El Paso, thought he might possibly be in Los Angeles. As Mr. Holmes was at lunch time, the young lady receiving the message took same down to Mr. Holmes and went on to lunch. Mr. Holmes came to the office she found Mr. Holmes waiting with the money, stating he remembered this party getting off the train and, as the train was still on the track, had rushed out and made the collection. Out of the hundreds of laborers passing through our gates every day on transportation, it was a very quite remarkable that he should have recalled this particular pass.

Engineer Edward V. White, who has been ill since December, passed away on March 10. Mr. White has been in continuous service on the Los Angeles Division since September 9, 1917.

Our old pal Hazel Rawlings, who graduated from our steno-pool last November, entertained at a luncheon at her home on Arlington Ave. Saturday, March 5.



Ed. V. White

Table decorations were carried out in the spring colors, yellow jonquils predominating. She was assisted by her little sister, Marie. After lunch, a guessing contest afforded much pleasure and many surprises when Marion Hood carried off the first prize, Ruth Johnson second and Ouida Wolfe the booby. However, for her dumbness, they granted her the privilege of having her fortune told first. When it comes to reading the cards, Marie is a regular Madame de Fortune. Olive Yachman then reminded us that we had a song bird in our midst, and, as each one denied the accomplishment, Hazel started the piano and we all joined in singing. Not all for long, though, as we soon discovered that the golden-throated one was Lilian Weaver, and she very graciously sang all our favorite selections. If KFI ever heard you, Lilian, I am afraid the comptometer pool will be one-minus. As the sun began to lower and every one began thinking of home, Hazel was surprised by the arrival of the gentlemen friends and husbands of those present, who joined us in dancing and card until a late hour. As a hostess, all voted Hazel the Queen-bee, and she says those who were not present are not to be jealous, as these luncheons are to be continuous until she runs out of funds.

W. E. Stoermer, engineer, and E. H. Lay, fireman, making the best fuel records on the division during the past year, will attend the convention at Chicago from May 10 to 13. This is the fourth year Mr. Stoermer has received this honor.

We all know that small events have figured largely in the destinies of nations, such as spiders, women, etc. But we never knew that cigarettes had anything to do with washouts. But——two packages of Chesterfield recently figured in the crisis of washouts on the Los Angeles Division.

While the Superintendent and his staff were subjected to the trials and tribulations of the turbulous times and their minds wholly occupied to point of extreme tension, this tension was somewhat relieved by the fact that a certain party entered private car with the exclamation: "I bought two packages of Chesterfield cigarettes." This was the most astounding event of all occurences so far experienced. At first but little attention was paid to this remark, but, upon continued repetition, it assumed the same importance as that of the washouts, and, after gaining this importance, cigarettes were hastily consumed. Due recognition was made of this sensation, much to the satisfaction of the Assistant Superintendent.

During the night, upon request of Superintendent Wheeler, the lights were properly supplied with cigarettes, a voice from like that which shouted "Excelsior" rang out in the darkness: "I bought two packages of Chesterfield cigarettes at Indio!" But they had been consumed. Whereupon Superintendent's Secretary exclaimed, "I have two packages," and immediately went to the car to procure same. Diligent search was made and, on his non-arrival with the cigarettes, a party was sent to ascertain cause of delay. On his arrival at the private car, he heard the following exclamations—"!*&!$—! Who stole those cigarettes!" On his explanation to the Superintendent the cigarettes were missing, a light of dawning comprehension shone in the eyes of all and Assistant Superintendent A. J. Ralph again burst forth with the exclamation in a clear and doubtful voice, "I bought two packages of Chesterfield cigarettes at Indio."

We wonder—but?

CLEVELAND AGENCY ASSISTS IN SPEEDING EXPEESS PACKAGE

The assistance given by General Agent E. G. Cook's office at Cleveland in making speedy delivery of an express shipment of lithograph sheets to San Francisco, gained an everlasting friend for the Company in Geo. L. Brock, traffic manager of the Morgan Lithograph Company of that city.

COLTON SWITCHMAN HELPS RESCUE FAMILY IN FLOOD

Fred Healey, switchman at Colton, played an important part in the rescue of an elderly man and his wife at Colton whose home was flooded the night of February 15 by the overflow of Warm Creek. Water, two deep to wade through, surrounded the house for 50 feet or more. Healey volunteered to cross. A rope was tied around him and he started to wade. Once he stepped into a deep hole and completely disappeared, then by swimming a short distance he got across. Other men followed him. The woman was found in a very weak condition due to a heart attack. She was placed on a cot and ferried across the flood stream on the shoulders of the men.

Stockton Division

By the
DIVISION CORRESPONDENTS

Dave Peterson, freight clerk at Turlock, visited Pasadena and other points in the southern part of California on his vacation.

W. L. Johnson, formerly freight handler at Turlock, worked for a while as relief baggageman at Modesto.

Walter Hill of Stockton got a nice write-up in one of the local papers for his activity with the Scouts. "Walter is a human dynamo for getting things done," the item stated. "He works all day for the Southern Pacific and all night for the Scouts."

Mr. and Mrs. H. R. Curry are the proud parents of a baby girl born March 1. Curry is third trick operator at Tracy.

C. M. McMillan is now working third trick at Madera.

Foreman E. C. Hildreth of Ripon has returned to work after two months' leave of absence, most of which was spent in San Diego. Fred Pachner, who was relieving him, is now foreman at Merced.

C. W. Yant, recently married yard clerk at Madera, is now home to his many friends on "millionaire row."

Chas. Hamby, brakeman on the Oakdale Branch limited, is sporting around in a new Paige coach.

Frank Rodrigs is likewise a proud "gas buggy" owner, his being a Hudson Brougham.

Tom Siergeou is acting as temporary foreman of Section 52 at Turlock, relieving M. A. Pace, who is in the hospital.

Passenger Director D. R. Payne of Tracy is a radio fan, and likewise a baseball fan. Summer months bring plenty of ballgames to him over the air and he is hoping the warmer days will not interfere with his radio reception.

Fishing is the popular sport among most of the boys at Tracy, with C. M. Seal, A. H. Hanson, W. O. Smith, A. G. Young and F. C. Cline leading the way.

The new station at Madera is coming along very nicely, foundations having already been completed and building proper started.

J. J. Carroll, chief clerk, Freight Department, Merced, was confined to his home for several days with a bad cold and the "flu."

The new station at Merced was the scene of an impromptu ceremony on February 28, at which time a public gathering was held and remarks were made by Mr. Fowler, president of the Merced Chamber of Commerce, Superintend Wilson, and Jack McNamara acting as toastmaster, for the pouring of the first concrete.

J. J. Williams and family, Vernon Bradley and family, and Fireman Walter Duff enjoyed the Brotherhood dance at Tracy on February 26.

H. T. Saunders, freight traffic manager, made a trip over the Stockton Division during February inspecting large shipping points between Fresno and Lathrop.

Frank Rodrigs, conductor, is the proud possessor of a new Hudson Brougham.

Limmi O. Wyatt, agent at Atwater, has returned from a trip to Louisiana, where he has been visiting his parents.

John T. Lamberty is now living in the station at Manteca, same having been remodelled and put into shape for housekeeping.

Telegrapher-Clerk C. R. Ford, wife and daughter, of Lodi, drove over to Newman to visit with the Armstrongs and Orrs recently. Charlie still wears that "million-dollar smile."

Telegrapher-Clerk P. W. Weyer is filling the vacancy at Newman third, caused by R. C. Whitaker's successful applicant on first Oakdale.

Telegrapher-Clerk J. W. Armstrong displaced Telegrapher-Clerk P. A. Howe, second Newman, for a few days and says the extra men are very fortunate in getting furnished rooms at Newman.

Dear Editor:

I have hxen askd by sxvxral of thx boys to writx you thx notxs of thx Stockton Division, account of mx having a printing prexss maybx could writx bxttxr than thxy could with a pxncil is longhand. I am afraid I cant sxnd you much nxws this timx, account my boy wxnt rabbit hunting, hx has a mauzlx loadxr, and didnint have any shot so hx comx in thx officx and borrowzd a pockxt full of typx and thx littlx rascal took all my typx to usx for shot. So whxn hx comxs hom it hx dont shoot all my x typx away I will sxnd you all thx nxws.

When I am not running a printing prxss, I am braking on thx Stockton division, for thx S. P. RR. And vicxvxrsa. But mostly vicx that is mostly braking. Maybx if I was to writx to Mr. Doughty in thx Supts. officx in Stockton and txll him my boy was out hunting hx would sxnd you thx rxst of thx nxws, as I have xxxn his pxnx in thx Bulxtin sxvxral timxs along with thx division notxs.

So Mon Dixu as thx frxnch say.

I bxg to remain yours until my boy comxs homx.

M. X. Rexsx.

Fexno, Calif.

P.S. If P.C Doukity dont sxnd you any division nxws this month lxt mx know and I will sxnd you plxnty.

Samx as abovx.

Milx.

MANY TOPICS ARE DISCUSSED AT CHIEF CLERKS' LUNCHEONS

Thirty-two chief clerks from the General Office held a luncheon at the Produce Club February 16. It was a get-together affair for the purpose of exchanging ideas between departments. The experiment was received so favorably that on February 23 a second luncheon was held at the Company's Third Street station restaurant, at which nineteen were present.

Another luncheon was held at Elks Club room March 9, at which Colonel L. H. Bash, for the Army, and Admiral C. J. Peoples, for the Navy, gave interesting talks on the cooperation of the railroads with the military forces of the Government in time of war. About 75 were present, including Officers Frank Mulks and R. E. Kelly, and representatives from the various departments.

The luncheons are arranged by the luncheon committe of the Chief Clerks' Council, composed of F. D. Sanborn, T. F. Eagen, and L. R. Shafer.

Supervisory force of the San Francisco Freight Station who were responsible for the record made during February when no errors were made in the handling of less than car load freight. Back row, left to right—T. Hogan, section foreman, Shed B, sec. 7; W. J. Ahern, section foreman, Shed B, sec. 4; Frank Hartley, section foreman, Shed B, sec. 8; H. J. Princevale, foreman 16th St. station; H. A. Clifton, secretary to general foreman; A. T. Mullen, ass't general foreman; Wm. Hacke, section foreman, Shed F, sec. 10 Middle row—J. J. Beach, section foreman, Shed B, sec. 1; Frank Kennedy, section foreman, Shed A, sec. 1; P. W. Casey, section foreman, Shed B, sec. 6; R. L. Hewitt, general foreman; Ronald Smith, foreman, Shed F; W. H. Johnson, section foreman, Shed G; Dan Smith, foreman, Drumm Street Station. Front row—J. T. Siemer, foreman Platform D; J. J. Finnegan, foreman, inbound Shed M; A. H. Harrigan, section foreman, Shed A, sec. 2; G. E. Neiswender, section foreman, Shed F, sec. 11; H. J. Krill, shed foreman, Inbound Shed E.

'No Error' Month at S. F. Freight Station

DURING February a total of 23,679 tons of less than car load freight were handled at the San Francisco Freight Station without making an error in checking or billing. This is the first time in the history of the station that such a record has been made, the nearest approach being in April, 1925, when only three errors were made.

There were 99,828 separate L. C. L. shipments handled during February, totaling approximately 399,284 articles. There were 237 employes engaged in the work.

Agent W. A. Westington and his men of the San Francisco station are very proud of their February record and have set out to make 1927 a banner year.

Rapid progress has been made during the past few years in avoiding making errors in the handling of L. C. L. freight on Pacific Lines. Members of the various division freight protection committees have accomplished much in their campaign of instruction.

SHOP BASEBALL TEAM WILL PLAY FOR GRASS VALLEY

The speedy Sacramento Shops baseball team, which has been one of the leading teams on Pacific Lines for several seasons and one of the fastest clubs in northern California, will represent Grass Valley in the Foothill Baseball League during the coming season. The league is composed of teams from Placerville, Roseville, Auburn-Loomis, and Grass Valley (Southern Pacific). Manager S. D. Blackburn will have most of the old gang with him and expects to have his best team this year.

Lineup of the team for the season will be: H. Clark, 2b; Joe Peelcma and E. Manger, ss; F. Kenealy, 2b; E. Wagner and G. Lofquist, 1b; R. Kimble, F. Ratoni, G. Westlake and E. Downs, outfield; C. Hauser and G. Long, c; C. Dorn, D. Elliott and S. Mir, pitchers.

Sacramento
Freight Office

By Miss M. J. WHITE
Bulletin Correspondent

To save wear, tear, brain, eye, eraser, we condense ungrammatically, thusly:

Eva Hakenmoller, claim clerk, spent vacation home. For joke invited Misses Cahill, White, Messrs. Silva, Grow to noon lunch—corned beef, cabbage, etc. Miss Cahill behaved perfect lady; others had third helpings.

Various employes Superintendent's Office, Store Department, Freight Office enjoyed winter sports Truckee, February 22. From Freight Office Misses Garrett, Lenihan, Swanzy, Holmes, Messrs. Grow, Silva, Hencken, Holmes. Sunshiney day; party hiked to Donner Lake; took plenty snapshots. One good picture handsome young bill clerk, Stanley Hencken, clasping tender girlish heart to manly chest after fashion Elinor Glyn hero. Horrors! "Heart" belongs to Mr. Silva's girl-friend. Imagine "Eternal Triangle" stuff sedate old Freight Office.

Peter Bothun, accountant, limelight again. Steering gear Chevrolet breaks on busy street; Pete finds mind can not control matter—wheels wobble. Stops engine, alights, straightens wheels "keen" times by hand; delays traffic at intersections; other motorists broadcast naughty words; makes no "never minds" to Pete—been to college—knows lotta words. Says "Hollie" in jeans words two in hands tow-car people." Woobles home.

Emma Brisch, stenographer, fine cook, darns socks beautifully, resigns; marries George Walrath, musician, San Bernardino. Office presents useful electrical gifts.

Pietro Mondini, "Sanitary Dictator," announces arrival baby girl. Third little Mondini Papa buys shoes for.

Reports from bedside C. Kingston, General yardmaster, indicate condition somewhat improved. "Lissen" Heinie—maybe little mixture Christian Science, New Thought, Applied Psychology might help. Ask Doc. Force misses you. Mike and Eddie "fried eggs" (colloquially speaking) but you know such solemn souls.

Bright colored smock craze strikes office. Eva rolls in with pale pink one made like old-fashioned "nightie." Office males thinking her absentminded, politely cover eyes. Explanations cause big laugh. History repeats itself. Some day, industry having realized value standardization, will put all workers in smock uniform during working hours. From standpoint office clothes will be boon to "Jennie" whose salary must be spent twice, and who competes unfairly with "Irmatrude" who spends salary on "back." Great opportunity then for our Bill Brown to ask management to put Bosses Mills, Ballard, Gilmore, Butler in REH SMOCKS—reason obvious—see 'em long way off.

True tale illustrating value cheerfulness. Mr. and Mrs. Jules Lichtenberger, Truckee, invited ten people for week-end winter sports. Storm Saturday night arrived; everybody gloomy; landslide Forebay, Sierra storms continue, various rumors delays, track conditions, etc. Three back out. Yours Truly (only one left) pens paper in comic vein—bright idea in what passes for brain; 'phones O. T. Staekpoole, chief train dispatcher. O. T. has nice cheerful voice, reassuring; says trains moving over slide on time, plenty snow Truckee, predicts lovely time, etc. Clouds gloom, dispersed by cheerful voice. Party cheerful train crossing, no one killed; cheerful brakeman likes homemade candy. Storm continues, crowd still cheerful. Train crawls slowly over new track at slide. Writer feels exultation, thinking old Sacramento Division again pits engineering skill against force elements and wins out. Black night outside; torch lights track workers throw wierd shadows on snow; workers seem like heroes to passengers—guardians safety, etc. Dawn, cold, gray. Truckee sprawled on landscape like huge spider—Xmas card scene. Mrs. Lichtenberger, all smiles, cozy home. Kitchen full of nice smells, ham, bacon, eggs, toast, coffee, etc. Toboggans, sleighs, skiis, inexperienced feet, spills in snow, shrieks of joy. Fine hosts, supper, dance, train, home. All because of Chief Train Dispatcher, even though tired after a harassing day, could still speak cheerfully over the 'phone after office hours. Why cannot we lesser lights do the same thing during office hours?

YOUNG TRAVELERS "AT HOME" IN CARE OF S. P. MEN

Southern Pacific trainmen and traffic representatives were again custodians of child travelers during the month, when Norma Allen, two and one-half years old, journeyed from Cottage Grove, Ore., to Indio, Calif., and Billy Benway, 5 years old, made the long trip from Detroit to Los Angeles. T. M. Boyd, agent at Cottage Grove, made telegraphic arrangements ahead with agents and traffic men at Sacramento and Los Angeles and with connecting conductors so that every care would be given little Norma. She is the youngest child traveling alone to ever pass through the Sacramento station and attracted a great deal of attention.

Norma Allen

E. L. Benway, father of Billy, wrote a letter of appreciation to General Agent W. W. Hale for the care taken of his son. "He had a wonderful trip," the father wrote; "everything possible was done for his comfort and safety. I would not hesitate again putting him in the care of the Southern Pacific."

Sacramento Shops

By MARK W. CRAM
Supervisor of Shop Apprentices

E. Chimson, foreman Passenger Car Truck Department, returned to work March 1, after an absence of ten months; and Ray Peek, foreman of Cabinet Shop, returned March 7, after an absence of over six months. Both Ray and Ed have been at Pullman, Ill., inspecting the new passenger car and dining car equipment that was being constructed by the Pullman Company. From all appearances, the climate must have agreed with them.

Recently a pass request was received which read: "Please furnish pass for Robert Graham and wife." This looks mighty suspicious, as we have understood that Bob was a single man. How about it, Bob?

The Shop Crafts Protective League, Local No. 1, gave their annual ball at "Dreamland" March 16. The ball was a big success. The committee in charge were: R. D. Oliphant, chairman, Wm. Higgins, J. Jorgensen, Joe Thomas and Walter Skeed. $40 in cash prizes was given away. Music was furnished by the "Premier" Orchestra, which is made up largely of S. P. employes.

"Champ" Alloway, one of the veteran baseball players of our S. P. team, has been training with the "Senators" this past month. We wish you success, "Champ."

J. Harkin, blacksmith department foreman, has been home ill for several weeks. We miss him around the plant and hope he will soon be back again.

The work on the eight new mountain type engines has begun. These engines are the same as the last five constructed here, having "one-piece engine bed."

W. J. Bartle, asst. foreman, Pass. Car Rep. & Constr., spent some time in the General Office recently.

Al Torres, of the Machine Shop, must have a wife who feeds him bird seed. At least anyone who has heard him whistling on these early crisp mornings would suspect so.

Charles Walters, passenger carmen apprentice, died March 16 in the S. P. Hospital at Sacramento. He had been operated on for appendicitis.

Electric Division

By H. W. LARSEN
Correspondent West Alameda

Cecil Griffith, car inspector and Hostler, Oakland Pier, transferred to Roseville. He plans to make a study of peaches in his new location—not the "Browning" species.

Henry Salgado completed his apprenticeship on March 12 and returned as a full fledged electrician to Tucson from which point he came about a year ago.

Storekeeper Harry P. Kelker returned to duty on March 1, having spent considerable time in Philadelphia and way stations studying the life of Ben. Franklin. Glad to welcome him back; also the new Studebaker and the Eastern ideas. (U. P. Bulletin—please copy).

E. Shaves transferred back to Line Headquarters and Ray returned as a helper to the Shops.

Shop and terminal employes donated the sum of $110 to Oakland Community Chest. Most all departments responded 100%, and some points did better than that due to assistance from trainmen, store department, non-resident employes, etc.

Train Gateman W. W. Davis, who when he is not working as part time employe on this Division, is attending the Oakland Polytechnic College, has been elected President of the Engineering Society of that school. Mr. Davis is one of the many young men who are earning their way through school by working on the Eastbay lines.

With the prevailing nice weather the sick ones are returning to duty. Electricians Chesney, Arlett and Jacobsen, and Piper Beebe are on the payroll again. Jack Donlon is still sick but reports progress.

Wm. Malvey, welder, certainly thinks the cough syrup dispensed by "Doc" Crumpacker is O.K. He recently dislocated his elbow, but after taking some of Crumpacker's remedy states he feels better than when he was using Lydia Pinkham's pills.

We have discovered the cause of the awed look on Bill Hutton's face. Bill, who is leader of the air gang, used to think our shop was a great big place but when he returned after seeing a real railroad shop at Sacramento, all his ideas have changed. Look out, Bill, and don't start commuting or you'll get the fishing fever like Jim Vest.

Electrical Foreman C. G. Wells is busy with his spring gardening. He is proud of the nasty wind that blew down the fence around his plantation down in Tennessee—or is Alameda?

J. Nichols, superintendent of lines, is looking for a bow-legged man to paint trolley poles. How about the paint contractor that is painting the trans-estuary high line towers?

Dad Elmore, gardener, is making up a list of ladies who will receive a few roots of his garden during this year. Better see that your name is in the book.

Tom Tubman, Royal Queen of the winmin cleaners, says the weather may not suit here but she will positively not appear in the Revue at Tampa, Florida.

It won't be long now. The boys will be putting away their marbles and tops and getting the old baseball gloves out during the noon hour down by the launch shop.

Why does Inspector Rich of Alameda Pier bury a grandmother about this time each year. Because there isn't enough night jobs to go 'round during the baseball season.

Ed. Heaney, plumber and Dick Berrien, clerk of the M. of W. Dept. are still arguing as to which one is the Chief Priest of the Rockridge Love Cult.

Fred Waite, helper, resigned to join the army. First case we have heard of for five years.

Fond Father (to daughter)—"Dear, I am happy to announce that young Timson has asked for your hand."

Daughter—"But, papa, I don't want to leave mamma."

"Don't let that bother you. You can take her with you."—London Answers.

Coast Division

Bulletin Correspondents

J. GAGEN — C. C. CLARK

Have you heard about it? The San Francisco morning papers of March second informed us of the fact that Frederick A. Mason, genial locomotive engineer of the Coast Division had taken unto himself a bride; Miss Marie Dornedoat of San Mateo being the lucky Lady. Fred's popularity causes us all to hesitate long enough to endorse the favored sentiment, that all his troubles may be little ones.

We are glad to know our friend Cy Hershman has at last graduated from the Fourth and Berry "Cobblestone Park" Baseball Team to a more lucrative position with a Utah team. We understand this change takes place about the end of March. Undoubtedly his success is due to the strenuous and enthusiastic coaching of Doc Andrews assisted by Dan, the latter generally on the diamond explaining, "the game whilst it is in progress." These games have been going on during the noon hour for sometime and are much enjoyed by all, attracting quite a gallery of spectators if the weather isn't too chilly. A little advise to John, hold on to that bat. You have already scared the popcorn vendor away down to Third street, and now George had to quit sitting at his desk by the windows, but perhaps that is because "Lefty" has a keen eye for them when batting.

You may call this a thrill, a smartone or a prize fight, but the following are a few of the temporary positions that have to be handled by the more experienced employes of the timekeeping department: First match, Church vs. Kingsford, Kingsford won on a knockout; F. McCurdy vs. Kingsford, a decision; Keathley vs. Welch, Keathley won on a foul; Welch vs. M. McCurdy, a decision.

Harry Majors, stenographer for Mr. Jordan, says he sure likes a certain restaurant in San Francisco, where he eats his lunch every day. You got what you ask for and more comes without calling.

Joe Gagan, personal record clerk, was at the Francis Hospital spending the week-end. He had his tonsils removed.

Hannah was crossing the street out in the Mission and was approached by a Jitney that took her to the pavement. The injuries sustained were slight with the exception of a dark eye (black). I have my doubts about her story. (I shouldn't be talking of black eyes).

Mr. Graham, asst. motive car timekeeper, has opened a studio somewhere in the Mission and now the "gang" can have, at last, a real studio party. (Don't get me wrong: I am not talking of stew.) This depends upon whether Joey will extend the invitation.

A few days ago the milk vendor received an order for a bottle of milk for Mrs. O'Reilly. Tom Bent is anxious to know who paid the bill.

You have noticed lately that all the girls in the office are chewing gum? This is a default of a certain big-hearted party whose name has been mentioned before.

The celebrated "Still Parker," machinist, Bayshore, has already made inquiries regarding his annual three-months' leave of absence. Believe he will head for Alaska this time to buy real estate or else to Wesspah to buy up a few gold mines. Expenses mean nothing to Bill, so long as he has his calling cards with him.

Bayshore shops have started their annual indoor baseball games. The Pipe Shop, formerly the czar of indoor baseball, started a defeat in their first game with the Machine Shop, being on the short end of an eight-to two score. The Machine Shop looked like the team to beat last year.

District Auditor's Office Annex "C" announced in their notes last month that Jerry Crane bought a pack of cigarettes. Wish he would drop a note to his successor, M. Caetano, at Bayshore to repeat the dose.

Patrick Cosgrove, our genial master car repairer, celebrated his tenth anniversary with the Coast Division on an appropriate day—March 17, St. Patrick's Day.

It is now considered quite proper for ladies to smoke. However, Adelle Assaline of the Store Department is setting a fast example, for she is now wearing a nice pink smock; but don't think she smokes.

COAST HAS RECORD ATTENDANCE AT SAFETY MEETING

Coast Division had a record attendance at its safety committee meeting February 28, attended by 192 officers, employes and committeemen. There were fifteen other safety meetings held on Pacific Lines during February. A total of 731 committeemen and visitors attended the February meeting; 775 safety suggestions were discussed; 22 papers on accident prevention were read; and reports made that 4137 employes had been talked to individually by committeemen on safety matters during the month. Details are shown in following statement:

Committee	Attd.	Sugs.	Talk by
Salt Lake Div.			
Ter. & Shop....	41	30	C. L. Hughes and S. H. Bray
Sacramento Gen.			
Shops & Stores.	40	86	James Hall
San Joaquin Div..	41	28	B. A. Fisher
Stockton Division	37	45	J. M. Trefren
Los Angeles Gen.			
Shops & Stores.	24	34	J. P. Hertel
Salt Lake Division	24	22	B. D. Richart
Coast Division			
Ter. & Shop...	39	33	E. Philbrick
New Mexico Div..	27	46	C. M. Murphy
Rio Grande Div...	30	53	L. U. Morris
Sacramento Div...	23	81	A. E. Kaemper, W. C. Risdon
Tucson Division ..	39	39	J. C. Goodfellow
El Paso Gen.			
Shops & Stores.	15	114	J. M. Holt
East Bay Elec.			
Division	21	45	A. F. Geddis
Los Angeles Div...	74	23	J. B. Davis, W. J. Clemens and J. A. Blandstedter
Western Division.	64	46	G. R. Rahle, H. Klein and H. H. Olsen
Coast Division ...	192	70	J. M. Cardwell

RESCUES BAGGAGE FROM DOG

The effective wielding by an S. P. man from General Agent E. S. Leavitt's office of a piece of gas pipe—gently, yet truly enough to stun a savage German police dog so that several pieces of baggage could be recovered in the North Station at Boston—was one of the acts of service A. H. Bradford, of Seattle, mentions in a letter expressing appreciation for the many courtesies shown him at various eastern cities he visited recently. The dog appointed himself guardian of the baggage and no one had the courage to try to convince him differently. When the S. P. traffic man arrived, he realized it was either take a chance or have the Bradford party miss the train, so he resorted to the gas pipe, without serious injury to the well-meaning dog.

Shasta Division

By F. BROWN

Superintendent's Office — Dunsmuir

Friends of A. A. Conger were shocked to learn of his death as a result of an automobile accident at Long Beach, February 27. Conger entered engine service on the Sacramento Division in 1894, later transferring to the Shasta Division in 1907, where he remained until his retirement in 1924. He was a native of Iowa and would have been seventy years of age in December. Many of his friends attended the funeral services held in Long Beach. Conger leaves a widow and grown daughter.

J. G. Ferguson, bridge and building inspector, received a severe injury of the chest at Steinman March 15. In removing a large rock by a locomotive crane a small fragment flew off, striking him in the chest in the region of the heart, resulting in a fracture of two ribs and a puncture of the lung. Ferguson was taken to the General Hospital for treatment.

As a custodian of young travelers, Conductor F. J. Ahlstrom is gaining an enviable reputation. On February 26 Ahlstrom had placed in his care a child 5½ years of age en route to Talent, Ore., and a few days later a child 2½ years old, en route from Ogden to Indio, was placed under his protection.

Division Engineer J. A. Given, Dan Parker, instrumentman, and N. E. Donaghan have definitely decided to attend the American Legion convention to be held in Paris, France, in September.

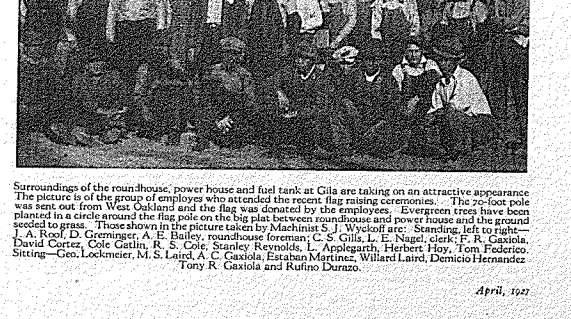
Chief Dispatcher M. A. Wallace and Trainmaster J. J. Sullivan have returned from San Francisco, where they have been engaged in compiling time table data.

The dynamometer car is on the division for the purpose of testing SP-1 and 2-10-2 class engines on mountain grades on the new territory, Grass Lake to Black Butte.

Effective February 27, Fred S. Jones was appointed acting yardmaster, Klamath Falls, vice George Hellon assigned to other duties. Effective March 12, B. H. Burke was appointed yardmaster, Dunsmuir Yard, vice W. P. Childers promoted.

J. C. Cunningham, M. of W. timekeeper, has bid in the position of timekeeper at Tunnel 4. His vacancy has been filled by the appointment of D. A. Morley.

W. B. Decker, division lineman, Klamath Falls, has left the service to enter an electrical business of his own at Palo Alto. To date, no successor has been appointed.



Surroundings of the roundhouse, power house and fuel tank at Gila are taking on an attractive appearance The picture is of the gang of employes who attended the recent flag raising ceremonies. The 70-foot pole was sent out from West Oakland and the flag was donated by the employees. Evergreen trees have been planted in a circle around the flag pole on the big plat between roundhouse and power house and the ground seeded to grass. Those shown in the picture taken by Machinist L. J. Wyckoff are: Standing, left to right—J. A. Roof, D. Greminger, A. E. Bailey, roundhouse foreman; C. S. Gills, L. E. Nagel, clerk; Fin Gaxiola, David Cortez, Cole Catlin, R. S. Cole, Stanley Reynolds, L. Applegarth, Herbert Hoy, Tom Federico. Sitting—Geo. Lockmeier, M. S. Laird, A. C. Gaxiola, Estaban Martinez, Willard Laird, Demicio Hernandez Tony R. Gaxiola and Rufino Durazo.

District Auditor

SAN FRANCISCO

Annex "C"

Bulletin Correspondents

J. PINE — H. J. TURNER

We regret to announce the death of S. E. Vizelich, assistant head clerk, Transportation Bureau. Mr. Vizelich recently left on leave of absence for his health and everything looked bright for his early return. He then had his tonsils taken out, but his heart was too weak and he died under the anasthetic.

E. I. Mattos, G. M. O. clerk, was appointed assistant head clerk, vacated by Mr. Vizelich, and there is another checker game started. W. Frary, statement clerk No. 1, moved up to G. M. O. clerk; J. Pine, distribution and bill clerk, moved to statement clerk No. 1; M. H. La Rue, suspense clerk, moved to distribution and bill clerk; H. J. Turner, statement clerk, moved to suspense clerk; and Mrs. E. K. Bell took statement clerk's desk.

The District Auditor's baseball team won their first start when they defeated the Third Floor team from the General Office by a score of 14 to 9. Ed Mattos pitched the first six innings and got by very nicely, only for occasional wild spells. "Handsome" Harry Gomez then took up the mound duties and proceeded to show the boys some real speed and curves. He had all the batters handcuffed and case his curves as low as hen's teeth. The rooting section, composed of Harry Turner, Dave Ferrier, and Verry Crane, furnished the music for the game and gave the crowd a treat with their wonderful stunt work. A team can't help winning ballgames when they get such support.

For hardboiled bravery and pure cussedness, our friend Jim Williams, transportation clerk, takes first prize. Jim is from the state of Texas, where men crack boulders with their teeth and wear live rattlesnakes for belts. Jim took a trip home last summer and left the state just two jumps ahead of the sheriff, due, no doubt, to his taking ways. His hardboiled proponsities are further illustrated by the fact that when a brick fell on his head the other day from the nine-story Y. M. C. A. building Jim complained because it made him bite his tongue. Also, when leaving the house in the morning, just by way of variety, he often slams his wife and kisses the door. "Doc" Mattos says Jim reminds him so much of Moses, because every time he opens his mouth the bullrushes. On the other hand, there is a gentle more noble side to Jim's character which should bear mention. It is said that his home is the mecca for stray cats and dogs, and, in the line of homeless and friendless cattle, he is about to petition the Company to place rubber cowcatchers on its locomotives. A great boy, Jim!

Miss Una Garbarino, head clerk, Calculating Bureau, came to work one morning with a stiff neck. She gave the excuse that she turned over her head too fast as someone called her and strained a cord in her neck. Well, Una, it won't hannen again, as we have asked all the boys not to call as you walk up and down the aisles.

Charley Cross, the new register and abstract clerk, is the proud papa of a nine-pound baby girl. Charley says he is going to buy the baby a comptometer and start her off right so that he can get her a job in the District Auditor's office when she grows up.

There was a near riot in our office Saint Patrick's Day when "Handsome" Harry Gomez pinned a green carnation on his coat. Harry didn't wear it long, as he gave it to a little Irish girl. Pat Carey was all smiles all day. We guess he was going to a big time that evening.

W. G. Buchanan, assistant head clerk, Store Bureau, was hurt very seriously recently and was very low for a few days, but we are very happy to say he is on the road to quick recovery and will be back to our fold very soon.

The District Auditor's baseball team, managed by A. W. Mattos, head clerk, Store Bureau, has good prospects for a successful season before them. The lineup of the team is as follows: J. H. Tallman, captain-short stop; Harry Gomez, pitcher; E. I. Mattos, catcher; C. E. Rudolph, 1st base; F. E. Stewart, 2nd base; V. B. Guerra, 3rd base; T. E. Walsh, left field; J. Pine, center field; and E. Brown, right field. Substitutes: C. H. Brown, J. P. Underhill, G. D. Crane, E. R. McKellips, J. McBride, S. Day.

Volley ball team of the General Office Valuation Department who were recently tendered a dinner at the Fairmont Hotel in San Francisco by G. E. B. Welles, valuation officer. Left to right—Aileen Murray, Gertrude Posner, Gertrude Lloyd, Ann Cutler, Minnie Wainwright, Ruth Whitsett, Pearl Whitsett and Gertrude Cronin.

VETERANS OF SOUTHERN PACIFIC WHO DIED RECENTLY

Herman O. Junker, locomotive engineer, Western Division, died February 1, 1927, at the age of 52 years 4 months. He was retired November 1, 1926, with 26 years 1 month's service.

Henry H. Forney, mechanical engineer, Valuation Department, died February 4, 1927, at the age of 57 years 4 months. He was retired November 1, 1925, with 32 years 4 months' service.

Henry F. Knoth, car builder, Los Angeles Shops, died February 11, 1927, at the age of 79 years 3 months. He was retired June 1, 1916, with 21 years 5 months' service.

Charles V. Morrison, engine house foreman, San Joaquin Division, died February 16, 1927, at the age of 64 years 6 months. He was retired August 1, 1923, with 26 years 7 months' service.

John Hughes, section foreman, Western Division, died February 20, 1927, at the age of 75 years 8 months. He was retired June 1, 1917, with 31 years 3 months' service.

John P. Davis, brakeman, Sacramento Division, died February 16, 1927, at the age of 81 years 2 months. He was retired April 1, 1912, with 43 years 9 months' service.

James W. Robinson, carpenter foreman, B&B Department, Stockton Division, died February 22, 1927, at the age of 66 years 5 months. He was retired June 1, 1924, with 20 years' service.

Michael Dowling, gang foreman, Car Department, Western Division, died February 28, 1927, at the age of 60 years 3 months. He was retired December 1, 1926, with 29 years 4 months' service.

James Weadick, machinist, Sacramento Division, died February 26, 1927, at the age of 79 years 4 months. He was retired February 1, 1919, with 49 years 10 months' service.

William A. Taylor, conductor, Portland Division, died February 24, 1927, at the age of 59 years 7 months. He was retired March 1, 1925, with 25 years 8 months' service.

EXTENDS THANKS TO FRIENDS

H. L. Page, second telegrapher at Orcana, Nev., wishes to extend through the Bulletin his heartfelt thanks to employes on the Salt Lake Division and elsewhere who so generously extended their assistance to himself and two small daughters during the illness of his wife which resulted in her death February 13.

General Office Notes

By MISS L. ADELSON

Property Bureau — Room 641

The rumor of the recent marriage of J. C. Maher, Auditor of Disbursements Office, which was noted in the previous issue of G. O. Notes, proved to be erroneous information. Powder your noses again, girls, the "Benedict by proxy" is still at large.

We are pleased to learn that G. S. Evans, cashier, is now recuperating at his home from a long siege at General Hospital and hopes to be with us soon. Mr. Evans' many friends in the building will be glad to see him again.

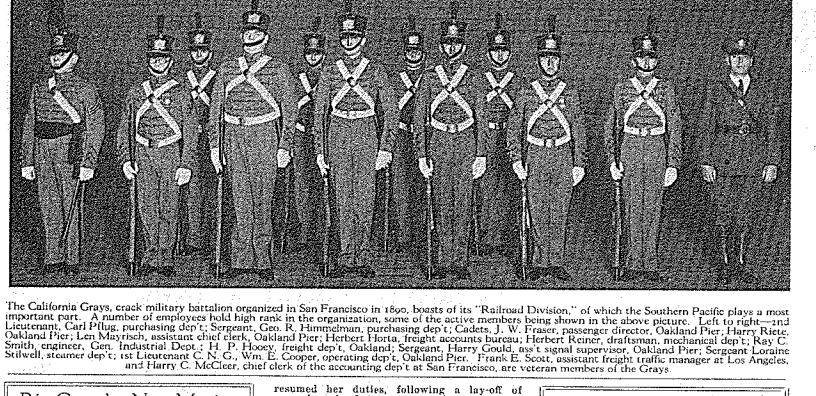
Helen Bartholomew and Daniel R. Love acknowledge the support of their many friends in the Miscellaneous Accounts Department who elected them to represent that department in the Southern Pacific Club.

Mrs. P. A. Butler, Duplicating Bureau, and secretary for Southern Pacific Club, is traveling across the continent, making interesting stops here and there. She will be away indefinitely.

E. Escalle, Auditor of Disbursements Office, assembled a group of co-workers at his summer home in beautiful La Honda Canyon on March 4 to honor Helen Gustchow and Wesley Clark, who recently announced their engagement. The guests included: Gladys Groves, Marion Irvin, Mildred Shapiro, H. Hansen, Karl Jurgensen, Arnold Wickman, and Walter Wrixon.

Clarence Andrews, one of the pioneers of the Freight Claim Department, was recently host at an elaborate dinner given in his apartments. The arrangement of an abundance of spring blossoms, foliage and ferns suggested a spring garden. The honored guests were: Hazel Bigelow, May O'Keefe and Harry Rees. The table decorations accentuated the entire scheme.

As an expression of encouragement to their untiring efforts in athletic endeavors, G. E. B. Welles, Valuation Officer, entertained the girls of the Volley Ball Team of the Valuation Department at a luncheon at the Fairmont on Saturday, March 12. Those complimented were the Misses: R. Whitsett, Gertrude Posner, Pearl Whitsett, Gertrude Lloyd, Gertrude Cronin, Eileen Murray, Anne Cutler, and Minnie Wainwright. Violet corsages were placed at each cover.



The California Grays, crack military battalion organized in San Francisco in 1890, boasts of its "Railroad Division," of which the Southern Pacific plays a most important part. A number of employees hold high rank in the organization, some of the active members being shown in the above picture. Left to right—and Lieutenant, Carl Pflug, purchasing dep't; Sergeant, Geo. R. Himmelman, purchasing dep't; Cadets, J. W. Fraser, passenger director, Oakland Pier; Leo Mayrisch, assistant chief clerk, Oakland Pier; Herbert Horta, freight accounts bureau; Herbert Reiner, draftsman, mechanical dep't; Ray C. Smith, engineer, Gen. Industrial Depot; H. P. Hosey, freight dep't, Oakland; Sergeant, Harry Gould, ass't signal supervisor, Oakland Pier; Sergeant Loraine Stilwell, steamer dep't; 1st Lieutenant C. N. G., Wm. E. Cooper, operating dep't, Oakland Pier. Private, F. French, Scott, assistant freight traffic manager at Los Angeles, and Harry C. McCleer, chief clerk of the accounting dep't at San Francisco, are veteran members of the Grays.

Rio Grande, New Mexico Divisions—El Paso Offices

Bulletin Correspondents

R. J. MANGUNO — D. PERAZZO

Matt McNamee, asst. chief timekeeper, and Gene Barton, I. C. C. clerk, returned from San Francisco. Gene says there was a great drought there on Washington's birthday. It did not rain for 12 long hours. There may be something to it, for they both have acquired web feet since they left home and are seen in off hours lying out in the sun evidently drying out.

CORRESPONDENT'S NOTE: News is valuable. This is why we print it. Here is one we think deserves printing. It is in the form of an anonymous letter sent to us recently. Here it is: "Dear Rosie: I wish you would put something in the Bulletin for me. Will you? We all wonder if Grandpa (Husted) ever played 'button, button, who has the button?' We are not sarcastic or cute, Henry, but you know this is good news."

Recent promotions in the Superintendent's Office were: H. A. Proehl to voucher clerk, H. J. Hartmann to asst. enginemen's timekeeper, Voss Kleinschmidt to time card checker, Dante Perazzo to senior fuel clerk, Tommy Des Landes to file clerk, and Jim Pruitt Jr. as mail messenger.

Mrs. E. J. Challen has been permanently assigned to the position of head calculating operator in the Local Accounting Office.

Mrs. Zelline Bostwell has been employed as comptometer operator in the Local Accounting Office. We all extend a hearty welcome to her to be back with the "fold."

G. H. Sines, father of Bennie Sines, asst. engineer, Rio Grande Division, died on March 9. Mr. Sines was asst. to vice-president of the Union Pacific Railroad at Omaha, Neb. He was at his home at the time of his death, which was caused by acute indigestion.

W. H. Kline is back with the boys in the City Ticket Office in the capacity of cashier-acct., after being in the wilds of Miami for the past two months. We trust he has arranged to permanently settle now.

Mr. Sargent, former rate clerk at the Local Freight Office, El Paso, has been promoted to chief rate clerk in the City Freight Office, a newly-created position. Greetings, Mr. Sargent, and congratulations on the new place.

Herb Hill, insurance clerk, has been seen driving around in a new Buick Sedan.

"Buddy" Bates, clerk in Division Accounting Bureau, met with a serious accident while riding in an automobile in El Paso. In an attempt to avoid running down a small boy in the street, it was necessary to swerve the car and, in doing so, collided with a telephone pole. We all hope for a speedy recovery, as Buddy's smiling face is missed from the bunch.

Mrs. Gratia H. Acason, stenographer in General Freight Department at El Paso, has resumed her duties, following a lay-off of several weeks due to an operation.

W. L. Hamilton, head clerk of Commerce Bureau, in General Freight Department at El Paso, has returned from San Francisco, where he spent several months on special work for the Traffic Department.

M. N. Cowan, of the rate bureau in General Freight Department at El Paso, has come to the conclusion that farming on a three-acre tract in the Rio Grande valley outside of office hours is too much like burning the candle at both ends, so he has sold his "farmlet" and moved back into the city.

T. D. Staly, tariff clerk, General Freight Department, El Paso, disputed the right-of-way in his flivver with an electric light pole during a light rainfall in El Paso recently, and came off second best. No bones were fractured, but the flivver lost five or six wheels, as well as other parts of its anatomy. Staley was laid up a couple of days, but is none the worse for wear.

L. B. Wilson, assistant chief rate clerk, General Freight Department, El Paso, is able to be at his desk after a few days' illness.

Miss Emma Lee Windberg, head file clerk, General Freight Department, El Paso, saved the "Argonaut" from being late out of the El Paso terminal recently by rushing a relief engineer to the train from his residence in her automobile, after the regular engineer had taken suddenly ill when preparing to leave on his run. Miss Windberg was warmly commended by Superintendent Morrill of the Texas and Louisiana Lines for her timely assistance.

Miss Nettie F. Allen, stenographer in General Freight Office at El Paso, was a "flu" victim for a few days recently.

"Al" C. Smith, assistant file clerk, and Charles R. Smith, mail clerk, General Freight Office, El Paso, spent a week-end in Willcox, Ariz., recently with the latter's brother, who was injured by a large trunk falling on his foot while on duty at the Willcox Station.

On February 23 Pass City Lodge No. 316, Brotherhood of Railway Clerks, held their Washington Birthday Dance. It was a bowling success and, as usual, the regular good time was had by all who attended, and much praise was expressed the following day to the committee for the manner in which the affair was arranged and handled. The Committee on Arrangements was composed of Messrs. H. O. Proehl, chairman; W. M. Colbert; R. R. Smith; and Dorothy Parrish. Punch "without Punch" was served and favors given out. The hall was very nicely decorated, a feature always representative of the many dances we have given in the last year. At twelve punch sampling about was noticed when the orchestra played "Home Sweet Home" and everyone seeking his and her partner to dance the last strain to remember until our next, which we trust all hoping will be soon. A tired but happy, joyous crowd left chatting about the glorious time had.

Ogden Union Depot

Bulletin Correspondents

R. F. CHUMLEY — Yard Office

MISS C. ADAMS — Freight Station

Switchman Al Young and Caller W. H. Gerder each announces the arrival of the Stork during the month of February.

Manifest Clerk C. E. Michaels took a trip to Chicago, Milwaukee, Cincinnati, Atlanta, Albany, Georgia, Memphis, Kansas City and Omaha.

Switchman Samuel A. Davenport is off duty account having sustained serious auto accident.

Yard Clerk D. B. Porter was married March 16. We have not learned the name of the young lady. They honeymooned in Seattle, Portland and Los Angeles.

Switchman Guy R. Miller and Dorris Higley were married during the month.

Assistant Yardmaster Chamberlin who has been off duty on account of illness has returned to work.

Lloyd Wold, son of Switchman R. O. Wold, left March 7 for a German-Austrian mission for the L. D. S. church.

Mrs. Agnes Cook, mother of John Cook, invoice clerk, died February 10, leaving a husband and several children.

Also we regret to announce the death of the father of Walter Wilson, chief watchman.

Clem Williams, chief claim clerk; Victor E. Johnson, yard checker, and Hugh Van Zandt, trucker, were on the sick list.

Sherman Bicker, diversion clerk, has returned to work after an illness of two months.

Hugh Stewart and David Liddell, clerks, together with two other young men, put on a dancing and tumbling act at the Paramount Theatre last week. They did very good work and received much favorable comment.

The Amateur Athletic Boxing Association Meet, held in Salt Lake, February 10, 11 and 12, was participated in by Charles Brashear, clerk, who met Ennis Terry of Draper on February 10. Owing to the fact that Charlie was overweight, it was necessary for him to take drastic measures to reduce before he could enter, which he did by fasting and sweat baths. This weakened him considerably and caused him to lose the fight. He outpointed his opponent so far in the first round that it required Terry the next two rounds to win the decision.

Tom Liddell, clerk, accompanied by Mrs. Liddell and son Blair, visited in California.

John W. Everton, trucker, and Fred A. Moore, sealer, have purchased new homes.

James Morrison, clerk, has a new Ford Coupe and Alfred Adams, clerk, a new Chevrolet Cabriolet.

San Joaquin Division

By E. G. ROCHE

Superintendent's Office — Bakersfield

Miss Hanna Steele, one of our bright spots in the stenographic bureau, was home several days with influenza.

Lester Scudder, formerly employed in the Superintendent's Office, recently left the service to engage in other work, but finding this work entirely too strenuous, or due to having worked at a desk so long, he returned to retire, if we understand him correctly.

Chas. Sutton, formerly a timekeeper in the Superintendent's Office at Bakersfield passed away at his home in East Bakersfield. His many friends extent their heartful sympathy to his family.

Our heavy friend, Mr. Turner of the Accounting Department, is sporting around an enlarged photograph of one of his various lady admirers. We always knew that Turner had a way with the ladies, but when it comes to sporting one picture—things look more or less serious. This is not the Mr. Turner of automobile turnover fame, neither is he the one that wears a waste paper basket over his head when playing right field for the timekeepers team. This is another person altogether, and although related to Hersh Turner, is all inquisitive as to why automobiles turn over.

Office Engineer Bartlett has been noticed wearing a Sunday-to-meeting stiff collar. We don't know what's the idea. Maybe his second shift boss from 5 p. m. to 8 a. m. has decided that Bart should dress up.

The San Joaquin Division ugly men's contest is arousing considerable interest among the boys in the Superintendent's Office. Ugly Jackson is still leading the boys, but his margin has been somewhat decreased by Lawrence Riley's entrance. Punk Meyerhoffer is expected to throw his hat in the ring at any time now as we understand he has used up the greater part of last Sunday figuring out just how ugly he was. Lawrence is expecting his standing to increase because recently he was seen leading the fair ladies comprising the State Champion ladies' drill team of the United Artisans.

Hersh Turner is now back with us, none the worse for the wear, but is still determined to continue in his efforts to find out why cars will turn over. Turner is the boy that turned over twice in the last sixty days and the funny part of it is he is still working—there is one consolation he only has seven more lives.

The annual baseball classic between the Scholz's accounting stars and Yonsen's timekeepers failed to materialize. The correspondent journeyed to the baseball diamond in his time worn flivver but found the grounds occupied mostly by Lee Lash. Lee was keeping score, doing all the batting, bawling the pitcher out because he (Lash) couldn't hit the ball, did most of the running, and after watching him perform about an hour the writer decided Lash won, and called it a day.

R. S. Treasure, Bakersfield yardman, we are sorry to say, is confined to the General Hospital. Here's hoping you are back soon, "Bob."

Sacramento Relief Ass'n Plans Annual Dance

THE Southern Pacific Relief Association at Sacramento will hold its annual entertainment and dance May 7 at 8:00 P. M. at the Masonic Auditorium. All members and their family, together with visiting railroad men with their ladies, who may be in Sacramento at the time, are invited to attend.

This association was organized in 1910 for the purpose of obviating the practice of circulating a subscription list among the employes when one of their co-workers died.

Applicants to the association are required to undergo no physical examination, the only requirement being that they are in good bodily health, can pass inspection of the Investigating Committe, and are within the ages of 16 and 45 years. Members are required to pay 25c per month, quarterly in advance, and, at their decease, their beneficiary receives $100, together with all of the money paid in as dues; also a suitable floral piece.

At the present time this association has 650 members on its enrollment, and since date of organization has paid $11,467.75 in benefits to beneficiary of 85 deceased members.

The following is a list of the presidents since date of organization, together with year in which each served: 1910, A. T. Clippinger; 1911, A. T. Clippenger; 1912, W. H. Jeffery; 1913, W. H. Jeffery; 1914, A. E. Pritchard; 1915, F. B. Gillett; 1916, R. B. Carlton; 1917, Geo. A. Knoblauch; 1918, S. B. Harris; 1919, K. M. J. Herold; 1920, G. B. Frizell; 1921, W. Van Guelder; 1922, H. W. Shartzer; 1923, J. F. Palm; 1924, E. C. Mott; 1925, J. T. O'Brien; 1926, S. D. Blackburn.

General Yardmaster Geo. Morrill has joined the "specs" brigade formerly organized. We don't know what ails George's eyes but he must have lost sight of a box car somewhere around in the yard so decided he needed to check up on the old lamps.

Asst. Agent Hanes' checkered career (not that kind of liquid measurement) became the proud possessor of one of Jimmie Mathew's pipes. Jimmie is a man who is collecting broken pipes and trying to peddle them. Gallon has his eye on another of Jimmie's pipes, but there is a difference of ten cents in the price, that is to be ironed out.

General Yardmaster G. W. Todhunter of Fresno was a visitor in Bakersfield last week. Long time no see George—come again.

The girls of the Superintendent's Office recently enjoyed an evening at Taffy Pulling, whatever that is. I have the word of Miss Genevieve Woody, the sunshine girl of the Stenographic Bureau, that a good time was had by all.

Lee Lash was recently presented with a pilot's license. More details later for our friends in Ogden, as Lee is so proud of his distinction that he won't let loose as yet.

Geo. Carlson, the tall sheik boy who sometimes laughingly refers to himself as a baseball pitcher, has been assigned to the position of insurance clerk. George has one worry in his new job, "Why do these fellows always come in here with a growl?" George, if they don't growl now they never will when you pay off their insurance.

Ed. J. Richardson, former insurance clerk, has resigned.

Harry J. Parker, the blond-haired young boy who is reputed to be quite a singer, is now filling the position of Secretary to the Superintendent. This will give Harry a greater field to try out his melodious voice as when he travels on the fast trains over the Division nobody can hear him sing and he can really practice longer than in Bakersfield where there are a few inhabitants.

Frank Kalbaugh, our good natured station clerk of whom we had a lot to say of late is still with us, handling the dictaphone saying "period-Paragraph." Frank is the boy that eats peanuts and an apple after running two miles in two minutes in the morning to make 8 o'clock.

Among the new additions in the Accounting Department is Mr. Smith, formerly road-master's clerk at Bakersfield. We don't know Mr. Smith's accomplishments yet, but we will have the "dope" on him soon.

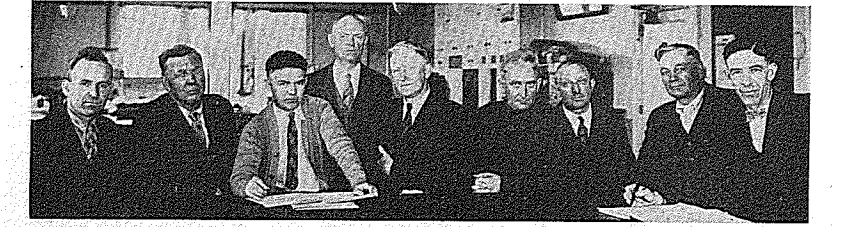
Much has been said of late in the Bulletin by the various division correspondents about the disabilities of the flu threats. Now on the San Joaquin Division we have a file bureau that IS a file bureau. They file it and you try to find it! This organization is headed by the talented Walker Carter, formerly of Stockton. Carter has done very well with the "Department of Mystery" having found at least a dozen files which he had last year—but we must give credit. If you give him 24 hours he will resurrect any of them. Walker is a staunch believer of looking in your desk for a file and he generally finds it there. The writer asked for a file the other day, and to keep me in good humor, Walker looked thru the files in my presence and appraised me of the fact that he mislaid the file. Fine, but the next morning Walker handed me the file. "So you really found it, eh!" "Yes, in your desk," was his reply. Motto—Look around your own mess before consulting the file room. One clerk found a file December 29, 1926, and is still crowing about it. We will have a holiday, with pay, when he finds the other one he started looking for on the day his seniority commenced.

But, all jokes aside about our various division file rooms—the boys have a hard job, and in spite of this give us good service. Their work is not confined to filing or losing papers, but a thousand and one small jobs are cast on the file room which are always handled and no one job suffers materially.

Don't forget the motto of the story boys—Look in your own desk first and you will probably find it.

PROMOTED TO GENERAL FOREMAN

J. J. Perry has been promoted to general foreman, Sacramento Division, Marysville district. He is in charge of five extra gangs, including about 300 men, engaged in relaying 26 miles of 110-pound rail and relaying 75-pound rail. Perry was previously yard foreman on the Colfax district and during the summer months was acting road-master.



Officers of the Southern Pacific Relief Association at Sacramento Shops who are making arrangements for the annual entertainment and dance to be held May 7. Left to right—R. Scott, vice president, erecting foreman in charge of building new locomotives; G. A. Reubsaub, director, erecting foreman, in charge of repairs and building of locomotives; S. D. Blackburn, president, valuation engineer; F. B. Gillett, director, chief draftsman; J. T. O'Brien, director, section foreman, Store Dep't; H. W. Shartzer, director, foreman tender shop; K. M. J. Harold, director, machinist; E. C. Mott, director, machinist; J. T. James, assistant head clerk, district auditor's office.

Western Division

By L. L. Brenner

Supt. Office — Oakland Pier

Last month's writeup was robbed of much of its interest owing to the fact that the name of Bill Mountain Water alias Chevvy Williamson's was, due to some oversight, left off. Of course, everyone was very displeased inasmuch as this young man has been in the past, very active along most every line. We have decided not to let this error occur again and besides, we have been furnished with a very interesting but short little narrative regarding Bill which runs something like this:

Stranger: "Say! Young man, they tell me you've had some might hair-raising experiences in your day. Is that not correct?"

Bill: "Why, I hope to smite your wrist I have. Sit down. Say listen, I'm going to tell you about the time . . . . . "

Two weeks later.

Stranger (Arising, stretching and rubbing his eyes): "Well, see you later partner."

Bill: "Hey! Wait a minute. You ain't heard nuthin' yet."

Winnie Mirko has returned to the folds of the Superintendent's Office after a sojourn of about a month in the General Office.

Ed. Smith of the Superintendent's Office can't wait for the baseball season to come so that he can actually go out and see a game instead of trying to figure out which is the best team on paper. We are certainly glad that we don't have to foot Ed's stationery bills.

A congenial party of twelve including the Misses Naomi Hildebrand, Laurena Wyatt, and Winifred Forrest and Mrs. Thelma Glickman enjoyed a very pleasant trip to Tahoe over the week-end of February 26. All present emphatically stated that it was impossible to describe the wonderful outing enjoyed due to the lack of adjectives at their command. The balance of the party was made up of non-employes.

A. M. Spencer, the originator and distributor of "The Handy Book for Ticket Clerks," has again returned to 16th St. Station after a trip consuming several months time during which he tried out positions in various company offices. Mr. Spencer states that the atmospheric conditions of this station cannot be beat, hence his return.

Have you noticed the underfed and sad expressions carried about by Day Passenger Director Henry Myers and Ticket Clerk Daniel Rico of the 16th St. Station? It seems that the good wives of these two men had a hearing before the "Board of Arbitration," and as a consequence, were granted leaves of absence in order to enjoy well earned vacations. We do hope that they will not remain away too long, as harmony at this station cannot exist on partly filled stomachs.

Sixteenth Street Station is beginning to look itself again since the return of "Speed" Twyman to his janitorial duties.

Information is wanted at the above station by Clerk Jimmie Simmons, relative to the life and habits of our large California bear. Jimmie, on a recent visit to one of our local theatres where "The Gorilla Hunt" was pictured, has never ceased talking of his coming vacation wherein he can climb to the loftiest peaks obtainable and there make brother bear feel that they cannot both be there at the same time. Any information as to location, equipment, safety suggestions, or anything else that might be needed on an expedition of this kind, will be highly appreciated.

M. Dowling, retired passenger yard foreman, passed away on February 28, after a short illness.

H. L. (Abe) Gieschen has left his position as night timekeeper at the West Oakland Roundhouse to accept a similar position with Extra Gang No. 2 now laying track on the Western Division. His place is being filled by C. R. Craig.

John Cavagnaro, janitor in the assistant Master Mechanic's office at West Oakland, has returned from a jaunt to Chicago where he visited relatives.

It is with sincere regret that we learn of the death of John Ambrose, who was formerly a painter at the West Oakland Roundhouse. Mr. Ambrose has been employed in this capacity for the past 18 years and passed on at his home in Oakland March 9.

Walter E. Lundberg has been noticed with a puzzled look on his face the last few days while cavorting around the West Oakland Yard Office. Investigation has also shown that he has not been himself while at home during the evenings, and it is no wonder. We have the low down on Walt and here's where we give him away right now. The following wire was received by the general yardmaster at West Oakland the other day:

"Conxing Lundberg yesterday Take Shot Gin." Walt doesn't know that this was a code wire which when translated meant something entirely different.

Paul A. Nelson, billing clerk at Kirkham Street, the first to get the benefits of a 1927 vacation, left on March 5 for Seattle and way stations. Paul bought six suits of BVDs especially for this trip, but he evidently hasn't been wised up as to the cold weather up that way. We would like to be there to hear him say "My kingdom for a real suit of underwear," when he hits the northern clime. His only relief will be to put on all six suits of the BVDs at once.

James D. Swindell, cashier's clerk at Kirkham Street, returned on March 14 from his first vacation since joining the force at this station. He admits he went fishing but absolutely refuses to say what luck he had.

Kirkham Street's chief indoor sport: Mrs. Whalley—"Shut that window. Were you brought up in a barn." Miss Carlson—"Up with those windows. Do you want to cremate us alive?" The loudest voice wins.

Frank Loucks, rate clerk at Kirkham Street, thinks the coal in chewing gum should be deducted as a business expense from the Income Tax Return.

Night Timekeeper

L. Pinkerton of Kirkham Street Station, returned from his vacation on March 14 just in time to limber up on the First Period Payroll. He spent most of his time in Eureka where he had a fine outing. He believes in seeing California first which is a good motto.

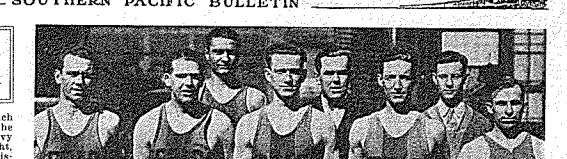
"Hot Coffee" Herrick or is it Ginger Ale?

Several employes of West Oakland Stationery Store recently enjoyed a week-end outing at Truckee. Snow was plentiful and snowballs flew thick and furious. Now we can put away our skiis until sometime around 4th of July.

SACRAMENTO DIVISION ENGINEER DIES WHILE ON DUTY

Charles B. McMillan, Sacramento Division locomotive engineer, dropped dead on duty at Norden February 15. Mr. McMillan was in charge of snow flanger engaged in assisting to keep the lines through the Sierra Nevada mountains open to traffic during the recent heavy snow storms and stopped at Norden for oil and water. Fireman, on receiving signal from conductor to spot engine, turned to McMillan with the remark, "Let's go, Mac," and discovered that the engineer had died, "with his hand on the throttle."

McMillan was well known throughout railroad circles, having started as fireman in July, 1903, and was promoted to engineer in June, 1913. Surviving him are his widow, two daughters and mother, all residing at Roseville, to whom the division extends its heartfelt sympathy.



Basketball team of the Apprentice Club at Sacramento Shops which has closed another very successful season by winning the Sacramento Y. M. C. A. Commercial League Championship after a hard fought series of games with several last teams. The team has the same line-up as last season and with the more perfected team work were unbeatable. Left to right—Ed. Frechette, Stanley Barnes, Nick Basick, Chas. McDonell, "Champ" John Alloway, John Meyers, Chas. Hardy, manager; Henry Clark, captain.

Portland Division

By R. J. Schrick

Superintendent's Office — Portland

Kenny Price, O/P clerk, and Otis Miller, clerk in the Division Accounting Office, left March 6 for a South American tour. They will be gone several months gathering information as to the ways and means of the Incas and Argentine maidens. On the first lap of their journey they were accompanied by L. D. Morril, secretary to Superintendent, whom, we understand, gave the lads much advice and council regarding the whys and wherefors of the art of traveling. It remains to be seen whether or not they will profit from the private tutoring.

H. B. Burton, accident clerk, recently arrived at the office one morning very primly attired in a new double suit, new shoes, etc., and his curly locks all neatly arranged. It now develops that this burst of class was no doubt due to anticipation of the trip he is now enjoying in and about Kentucky and Tennessee.

J. M. Baxter, formerly accident clerk, and now in the Claim Department has been enjoying a few days' vacation in sunny(?) California.

Misses Lorea Cayot of the Calculating Bureau and Tressa Jeter of the Stenographic Bureau have returned wearing a rather sophisticated look but none the worse from their sojourn to Mexico, New Orleans and other way points.

Our utmost sympathy is extended to L. M. Wilson and K. L. Wilson, clerks in the Division Accounting Office, upon the sudden and unexpected death of their father. Their mother has been seriously ill for some time and this added grief is sincerely regretted by all of their co-workers.

M. F. Roberts, 1st asst. enginemen's timekeeper, has returned from a two-months' stay in San Francisco, where he had been working in connection with a special statement for the General Manager. The California climate evidently agreed with him, for he has added a number of pounds to his weight and is now a close second to our genial Head Timekeeper E. J. Painter.

Bertha Beantain of the Calculating Bureau has taken a leave of absence, and is visiting friends at San Bernardino.

Katherine M. Levinson, asst. lease clerk, is also on a leave of absence and is visiting relatives in New York City.

A. T. Hoyle, recently night ticket collecting clerk at the Union Station, Portland, has been stricken with tuberculosis and is now at the Veterans Hospital at Walla Walla, Wash. During his absence this position is being filled by W. A. Crowley, formerly station timekeeper.

The Superintendent's Office bowling teams are still rolling away. The last game of the winter tournament has been scheduled for March 18, between the Lucky Strikes and the Alley Cats. Some improvement has been noticed lately and it is not uncommon to see individual scores of 200. E. J. Painter has shown a burst of class which we understand he developed by playing duck pins until the regular pins looked so large that he couldn't miss them. A fund has been raised for the purpose of staging a banquet for the three contesting teams at which there will be numerous speeches, alibis, etc.

Salt Lake Division

By G. L. Snively

Superintendent's Office — Ogden

Morning of March 7, J. Garski, boilermaker, sustained a personal injury, and, as nurse at emergency hospital was not yet on duty, Fred P. Hollingsworth, general foreman's clerk, took charge of the man, giving him first aid treatment and later taking him to the hospital in his car.

It has been a tough month so far. Bob Paine is toothless, Art LeCuyer and Dick Schuneman have been separated from their appendix, Charlie Hughes has lost his tonsils, Herb Parker has the scarlet fever, Dan McCarty is going back to General Hospital; likewise Leonard Ryall. C. E. Fish of the Engineering Department is back after an illness of a month. It won't be like this always; it might be worse next month.

Rinaldo C. Magnelli of San Francisco has taken over the duties of Superintendent's secretary.

H. L. Page, telegrapher, Oreana, wishes to convey his heartfelt gratitude to all who so kindly assisted him during the illness and death of his wife.

Some very excellent papers have been written and submitted by Store Department employes for the annual contest of the American Railway Association—Division of Purchases and Stores. The following have been turned in so far: Clark S. Hardy, Carlin—"Problems of the Local Storekeeper"; R. G. White, Sparks—"Reduction of Surplus and Inactive Stock"; Charles L. Hawley, Sparks—"Efficiency in supplying Caboose"; J. F. Brown, division storekeeper—"Operation of Supply Train"; and "Service and Stock Balance" by T. Van Drimmelen, Ogden.

Evidently "Duke" Nesbitt's new Easter bonnet has affected his eyesight. Some one purloined the glass from the top of his desk and he didn't miss it for a week. The new windshield on Jimmy's "Lizzie" looked suspicious for a time, but the glass was located on Herb Biddle's desk and Jimmy was absolved from all blame by the jury.

Virginia Pfisterer, messenger, has taken a leave and is now attending Utah Agricultural College. She says she is studying very hard; so hard, in fact, that she has already mastered the Charleston and is making great progress in basketball. That's the stuff, Virginia, but don't study too hard,—have a little fun once in a while.

Joe Parkinson, Superintendent's secretary, has been taken to the General Hospital. Joe has a very bad case of blood poisoning and it will be some time before he is back.

Leslie J. Mann, chief clerk to division auditor, has been elected Esteemed Leading Knight, B. P. O. Elks, Ogden Lodge No. 719. The host of Southern Pacific Elks are very pleased that Les was given this honor.

Paul Bixler, general draftsman, reports the arrival of another daughter. If Paul keeps this up he will soon have to give up his Scout activities and start a Camp Fire organization instead. While we are on the subject, it might be well to rectify a grave error. When John came down to the office, he was very excited and we thought he said a daughter, but it wasn't—it's a boy.

With the approach of spring the air is full of baseball, horse racing and hay-fever. Vernon Harris and Roy Butcher have already tried out the courts, but Paine was observed uncorking a few, and John Kester has checked up on his Irish linen. The signs are good for an early season.

The El Dorado team, winners of the bowling tournament conducted by employes in the superintendent's office and shops at Sacramento. Standing, left to right—P. A. Brannigan, F. E. Holmes, captain; W. H. Gelatinus. Kneeling—D. L. Hanger and W. P. Hargrave.

Sacramento Division

Bulletin Correspondents

T. A. Ryan — John Lothrop

After a three-month attempt to raise a hirsute adornment on their upper lips, "Ducky" Holmes and "Suck" Wagner mutually agreed that they had sittempted the impossible and cancelled all bets. We award the decision to Wagner, who by actual count raised two more hairs, although Holmes is to be commended for his courage, even though he found it necessary to resort to henna packs and dye.

Recent office changes include D. J. Murphy filling the vacancy of bills payable clerk and J. Varcoe relieving Murphy as L. C. C. clerk.

The 10th Annual Ball given by Sacramento Lodge No. 256, Brotherhood of Railway Clerks, was held at Masonic Auditorium, March 26. A large number of employes and their friends were in attendance, music being furnished by McKinney's Eight orchestra.

It is reported from authentic circles that "Smiling" John Wright is the author of "How to Operate a Stationery Room Without Stationery." Such an edition will be invaluable to other stationery clerks on the System and we suggest that they get in touch with Mr. Wright at Sacramento who will be pleased to forward a copy at nominal cost. The book is printed in both the English and Mexican languages.

The S. P. Bowling League was brought to a successful conclusion with the El Dorados nosing out the Overlands in the final games, thereby taking possession of the 25th Silver Cup offered by Mr. Labbard, proprietor of the Sacramento Place of Alleys. The schedule finished as follows:

	Played	Won	Lost
El Dorado	57	34	23
Overlands	57	32	25
Larks	57	31	26
Owls	57	27	30
Shastas	57	24	33
Padres	57	23	34

In the City Con'l "A" League the El Dorado team has edged one game nearer the top and with nine games to play only two games separates the railroad boys from the cup, and we hope the final score will show the S. P. at the top and another cup added to the growing list of records.

The S. P. Jrs. have maintained their lead in the City Con'l "B" League and with nine games to play they have only to win one game, and with the speed they have now shown will be seen showing it appears impossible that they will be displaced.

Funeral services were held in Sacramento March 7 for Lucius S. Ketchum, Sacramento Division conductor located at Roseville, who died March 5. He was 54 years old and had a wide circle of friends among railroad people on the division. Besides his widow he is survived by four children, Alice and Robert of Roseville, Florence of Sacramento, and Gerald of Manila.

After qualifying in the semi-finals in the Stockton Bowling tournament, Chief Clerk C. C. Reeves, succeeded in landing the field in the finals rolled on February 27, thus taking first money. Rules of the contest provided for two challenges against the winner and Reeves found no difficulty in disposing of the first challenger, but on the second challenge fell victim to Stockton's veteran bowler, Sam Crawford, thereby losing the medal. In the first series of games rolled against Crawford, Reeves lost by the close margin of one pin. It's a sad story, mates, but we congratulate Mr. Reeves for the brilliant showing he made throughout the contest and for the stiff fight he gave the veteran class "A" bowlers of Stockton and Sacramento.

Josephine Rosatelli of the Comptometer Bureau recently entertained a number of the young ladies of the office and George Barnes of the D. F. & P. A. office at luncheon at her home. Those present were Dorothy King, Adah Ashill, Genevieve Tierney, Violet Wait, Florence Pries and Irene Barnes.

On the day before payday Sid Marion, insurance clerk, discovered that he still had a dollar, handed everybody he met his wife and proceeded to take the afternoon off, as he said, to fill a business engagement. Shortly after 5 p. m. he was discovered in Capitol Park endeavoring to purchase the Capitol Building. He refuses to divulge what success he encountered.

Automobile Agents Attention: H. C. Garverick, of the Insurance Bureau, is contemplating the purchase of a new automobile. At present he is surrounded by Buick and Hudson salesmen and it is reported that he is saving considerable carfare of late.

Miss Genevieve Tierney, popular member of the Comptometer Bureau, was tendered a linen shower at the home of Mrs. Dorothy King, Friday evening, March 18. A pleasant evening was spent embroidering towels, the latter being presented to the bride-elect at the close of the evening. The appointments at the King home were of Saint Patrick's Day nature, dainty refreshments being served. Miss Tierney is to become the bride of Lyle E. Warren, Valuation Assistant, in the near future. Those present were, Misses Florence Pries, Adah Ashill, Maurice Fisher, Marion Cusick, Josephine Rosatelli, Genevieve Tierney, Mesdames Violet Wait, Magdalene Wise and Dorothy King.

Spring has brought forth the baseball enthusiasts and the following announcement was recently made: "The Matrimonial Fraternity claims that they can put a team of Henpecked floor-walkers on the field that will make the Marriageable No Accounts look as small as a Black Knot perched on a Flag Pole whistling Dixie at the approach of a thunderstorm. On the other hand the No Accounts claim the Dishwashers are an unherded and overworked bunch of unfortunates that are staggering under the delusion that they can play ball, therefore, are giving them a little rinshing and peace away from their Boss. The complete lineup will be made known as soon as possible and the respective managers should get their Bushers lined up ready for the slaughter."

Little Boy (from next house)—"Please, may I have my arrow?"

Lady—"Yes, with pleasure. Where did it fall?"

Little Boy—"I think it's stuck in your cat!"—The London Humorist.

Duck hunters from the superintendent's office at Ogden. Left to right—Ray Christoferson, timekeeper; J. K. Parkinson, sup't secretary; D. K. Hastings, timekeeper; R. E. "Rummy" Rogers, accountant; H. C. Spatzher, bills payable clerk; and A. L. McKendry, joint facility clerk.

Above—Some of the Sacramento employes who attended dance given by Shop Crafts' Protective League
Below—General Office girls who won championships in "A" & "B" divisions of S. F. Industrial Ass'n.

It was "Honda John" Gianvas, sec. foreman, who discovered wreck of navy destroyers at Honda in 1923

Members of "A" team, above, who defeated the best in San Francisco this season: Left to right—Emily Zimmerman, tc; Ione MacDonell, f, cap't; Evelyn Carson, f; Sonia Harmola, Helen Bartholomew, Sidney Welch and Merle Betts, gds; Martha Prichard, sc, mgr.

Above "Bees" of the General Office who won the San Francisco championship in their division. Left to right—Jennie Gregory, f; Harriet Clarke, sc; Cathleen Bond, g; Stella Thorson, sc; Marie Hacklemann, f; Helen Holt, g; Marie Engler, tc, cap't. . . . Sai On (inset) is a good cook according to men in B & B Gang No. 8, Coast Division, with whom he has been off an on for three years. A little vacation is necessary once in awhile, but foreman R. Pinkston always gets Sai back on the job as soon as possible. Sai has been cooking for Company gangs of various kinds for twenty years. . . . Joe Clement, section man, (left) working on Section 54, Coast Division, has his eyes trained on the section gang working hundreds of yards down the track changing out a rail. When he gets a signal from Foreman Frank McEntee that the job is finished, he will remove the torpedoe signal he has placed against the Daylight Limited, so that train will have a clear track ahead. . . . Joe Johanson, chief operator, East Bay Electric Lines, giving a demonstration of using the Shaeffer Prone Method of Resuscitation from effects of electric shock to employes at Fruitvale Power House. J. H. Rothberg is the "victim". Left to right—K. Harrower, Wm. Booth, O. Perke, A. King, C. Riencker, R. Mann, F. McIntosh, C. Marquet, C. Correa, A. Klift, Wm. Johnson and W. H. Young. Teams are required to demonstrate their efficiency each week.